

Planning and Economic Development Committee
Comité de l'urbanisme et de l'expansion économique

Agenda 19
Ordre du jour 19

Tuesday, November 9, 1999 - 9:15 a.m.
Le mardi 9 novembre 1999 - 9 h 15

Victoria Hall, First Level
Bytown Pavilion, City Hall

Salle Victoria, niveau 1
Pavillon Bytown, hôtel de ville

**Confirmation of Minutes
Ratification des procès-verbaux**

Minutes 18 (October 26, 1999)

Procès-verbal 18 (Le 26 octobre 1999)

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Regional Matters**Questions régionales****Members' Reports - Enquiries****Rapports des membres - demandes de renseignements**

Councillor/Conseillère Elisabeth Arnold, Chairperson/présidente

Councillor/Conseiller Shawn Little, Vice-Chairperson/vice-président

Councillor/Conseiller Stéphane Émard-Chabot

Councillor/Conseiller Allan Higdon

Councillor/Conseiller Ron Kolbus

LZF

September 23, 1999

ACS1999-PW-PLN-0117
(File: OZP1999-020)

Department of Urban Planning and Public
Works

Ward/Quartier
OT5 - Bruyère-Strathcona

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

1. Zoning - 318 Stewart Street

Zonage - 318, rue Stewart

Recommendation

That the application to amend Zoning By-law 1998, as it applies to 318 Stewart Street, to modify the existing zoning to permit an office use with a diplomatic mission, be REFUSED.



September 24, 1999 (8:45a)

Edward Robinson
Commissioner of Urban Planning and Public
Works



September 24, 1999 (9:24a)

Approved by
John S. Burke
Chief Administrative Officer

PML:pml

Contact: Patrick Legault 244-5300 ext. 3857

Planning and Economic Development Committee Action - October 12, 1999

- ▶ *The Committee deferred its decision for a four-week period.*

Record of Proceedings is attached.

Financial Comment

N/A.


September 24, 1999 (8:37a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

Official Plan Conformity

The subject property is designated “Residential Area” in the City’s Official Plan. This designation permits a variety of residential uses as well as “limited” non-residential uses in residential areas. The requested zoning amendment, to allow office use for a diplomatic mission, within the subject building, would not meet the criteria of compatibility for non-residential uses in residential areas. The Official Plan indicates that such uses be isolated from, or at the periphery of, existing concentrations of residential development. The subject property is located mid-block within a predominantly residential street. The site has residential uses on three sides, therefore, is not isolated from other residential uses. Such non-residential uses should also be located on major collector or arterial roadways, while Stewart Street is a collector road. While a small diplomatic mission is located at the northwest corner of Stewart and Cobourg Streets, the balance of the block is residential, and approval of the subject request may set a precedent for similar future requests. The required parking and activity generated by the proposed office use would not be compatible with the abutting residential area.

The subject property is designated “Residential, Low Profile” in the Sandy Hill Secondary Plan. This designation is intended to support low density residential development and to preserve and enhance Sandy Hill as an attractive residential neighbourhood. The proposed office use, would not meet the intent of this policy.

Parking

The gross floor area of the dwelling is approximately 410 square metres. Should the entire building be converted to office use for a diplomatic mission, this would generate a parking requirement of approximately eight to nine parking spaces. Based on the site layout, it may only be possible to provide up to four parking spaces on site, two in the garage and two parked in tandem in the driveway. As a result, there would be a shortfall of between four and five spaces, representing half of the on-site parking requirement. Further, it would be difficult to support a cash-in-lieu of parking application to make up for the deficiency, as the deficiency entails long term parking that cannot be accommodated through on-street means.

This shortfall would result in additional on-street parking. Further, diplomatic missions generally require restricted loading areas for the front of their properties, thereby eliminating on-street parking for the residential community.

Environmental Impact

An Environmental Impact Checklist was completed and no environmental impacts were identified.

Consultation

There were three responses to the public notification, which identified concerns respecting: maintaining the character of the neighbourhood, lack of parking on-site and off-site, potential problems associated with embassies related to disturbance, and that there are sufficient existing embassies.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the owner and agent (Robin Flaherty, 165 Pretoria Avenue, Ottawa K1S 1X1), the Corporate Services Branch, Revenue Section, Assessment Control Supervisor and Region of Ottawa-Carleton, Plans Administration Division of City Council's decision.

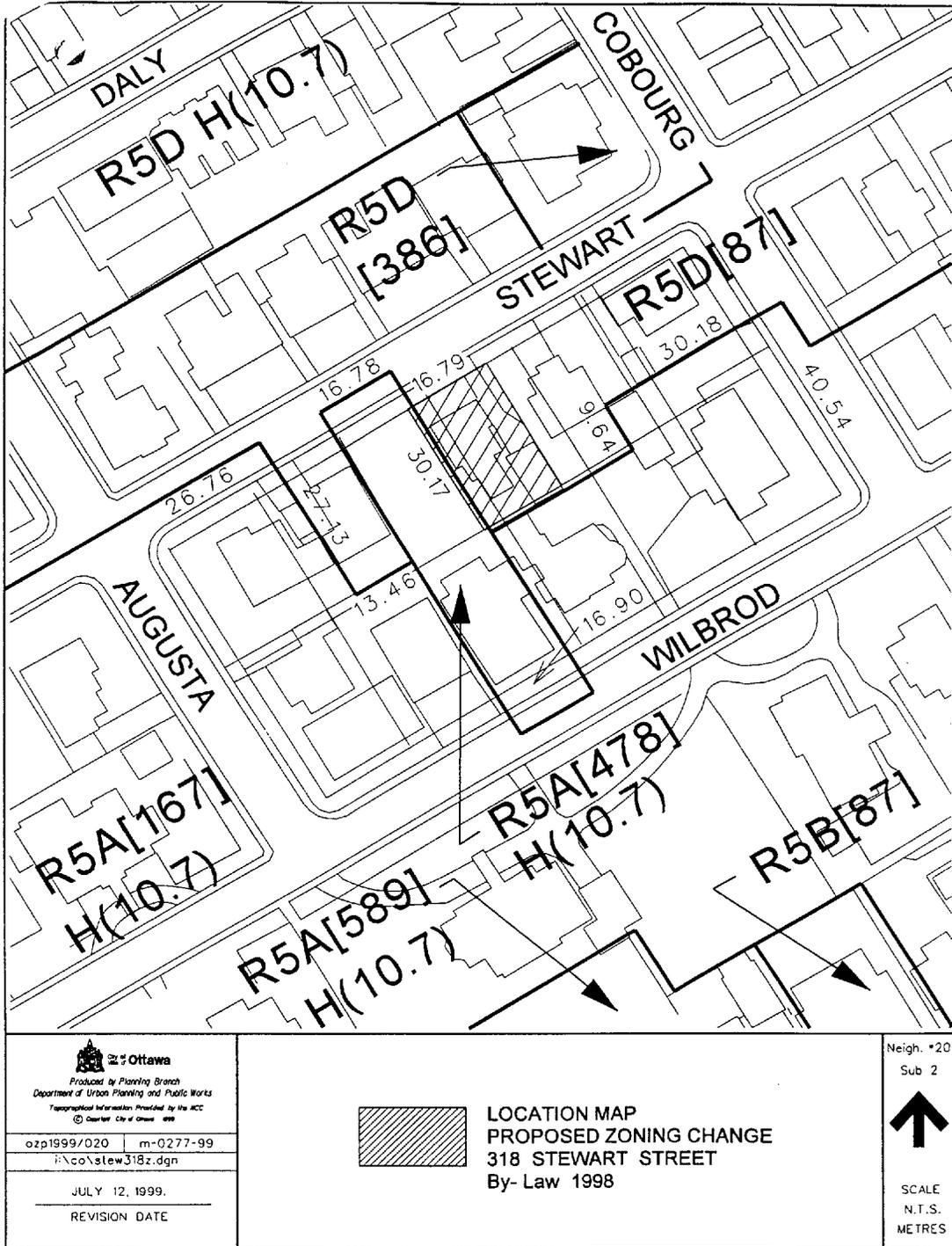
List of Supporting Documentation

Document 1	Location Map
Document 2	Municipal Environmental Evaluation Checklist (on file with City Clerk)
Document 3	Compatibility With Public Participation Policy/Input From Other Government Agencies

Part II - Supporting Documentation

Location Map

Document 1



COMPATIBILITY WITH PUBLIC PARTICIPATION

Document 3

NOTIFICATION AND CONSULTATION PROCESS

Notification and consultation procedures were carried out in accordance with Early Notification Procedures P&D\PPP\N&C#1 approved by City Council for Zoning Amendments.

SUMMARY OF PUBLIC INPUT

There were three responses to the public notification, which raised the following concerns:

1. Character of the neighbourhood should be maintained where single family houses are concerned, as well as the heritage of the community.
2. Even the provision to retain residential can be eroded where only custodial staff reside on the premises.
3. Some chanceries could disturb the character of the neighbourhood.
4. There are enough existing embassies.
5. There is not enough parking as it is, and proposal would result in a loss of on-street parking.
6. There would be a lack of parking on-site.
7. Do not support pure office, if rezoned, should maintain balance of residential and office use.

Response to comments

1. As outlined, the neighbourhood is predominantly residential, and as such the preservation of the neighbourhood would be best maintained if the subject property were to remain residential.
2. No residential space is proposed for the subject lands, however, in cases where a residential component is required, there would be no ability to restrict who would reside in the unit.
3. While this may occur, it was not a consideration in the recommendation.
4. The staff recommendation to refuse the subject application was based on Official Plan policies and not the number of existing embassy sites.

6

5. The establishment of an office use for an embassy would likely include an area reserved for embassy parking only, which would reduce the on-street parking supply.
6. There would be insufficient space to provide all 8 required parking spaces on-site to accommodate office use within the subject building. As a result spillover parking would be required to use the local streets.
7. Staff does not support any office use within the subject building for the reasons outlined in the reasons behind the recommendation.

APPLICATION PROCESS TIMELINE STATUS

The application which was submitted July 7, 1999, was subject to a project management timeline, as recommended by the “A Better Way Task Force”. A process chart which established critical milestones, was prepared and circulated as part of the technical circulation and early notification process. The application was processed in advance of the timeframe established for processing zoning applications.

COUNCILLOR’S COMMENTS

Councillor Stéphane Émard-Chabot is aware of this application.

Record of Proceedings

Planning and Economic Development Committee - October 12, 1999

Ref #: ACS1999-PW-PLN-0117

Zoning - 318 Stewart Street

Parties Who Appeared

No one appeared.

The following delegation was present at the meeting and indicated on the Request To Speak Slip that he would like a deferral for a four-week period:

- Derek Waltho, Limestone Developments, 826 Pinecrest Road, Ottawa, Ontario. K2B 6A9. Tel.: 791-2220.

Written Submissions by Parties

No written submissions were presented.

Finding of Fact and Recommendation by Committee

The Committee noted that no one appeared with respect to this item. The Committee **deferred** Submission dated September 23, 1999 for four weeks.



October 14, 1999 (10:16a)

Executive Assistant
Planning and Economic Development Committee
AML:aml

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October 18, 1999

ACS1999-PW-PLN-0120
(File: OZP1999/017)

Department of Urban Planning and Public
Works

Ward/Quartier
OT6 - Somerset

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

2. Zoning - 513 Cooper Street

Zonage - 513, rue Cooper

Recommendation

That the request to amend the Zoning By-law, 1998, as it applies to 513 Cooper Street, from R5D[166]H(10.7) to a new R5D exception zone to permit accessory parking for a funeral home at 515 Cooper Street, be REFUSED.



October 20, 1999 (9:23a)

Edward Robinson
Commissioner of Urban Planning and Public Works



October 20, 1999 (10:45a)

Approved by
John S. Burke
Chief Administrative Officer

DJ:dj

Contact: Douglas James- 244-5300 ext. 1-3856

Financial Comment

N/A.



October 19, 1999 (9:20a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The applicant is the owner of the legal non-conforming funeral home located next door, at 515 Cooper Street. The subject property was occupied by a single detached dwelling until it was recently damaged by fire and ordered demolished by the Fire Marshal. The applicant has purchased the subject property and has been using the site for parking for the adjacent funeral home.

Official Plan

The City's Official Plan designates the subject property as Residential Area and as Heritage Residential in the Centretown Secondary Policy Plan.

On lands designated Residential, the proposal to use the subject property for parking associated with the adjacent non-conforming funeral home, represents an example of a non-residential use in a residential area. The City's Official Plan contains policies (3.6.2.e), to evaluate the appropriateness of non-residential uses in areas with this designation. It is the Department's position that the proposed rezoning does not satisfy these policies. For example, such uses are intended to be located on a major collector or arterial roadway and are to be isolated from or at the periphery of existing concentrations of residential development. This proposal is neither, it is located in the centre of a residential community on a local road.

It is the intent of these policies to focus on the ability of the non-residential use to co-exist with the surrounding residential neighbourhood. While it is recognized that the funeral home has been at this location for some 75 years, it is also recognized that it has been operating at some concern to the community, as evidenced by the response from the circulation to community groups and the posting of the on-site sign. It is the Department's position that approval of the proposed parking area will constitute an expansion of the existing non-conforming funeral home, which will result in that use moving further away from compliance with the Official Plan policies related to non-residential uses in residential areas.

In addition to general policies in the Official Plan, the subject property is also subject to the Centretown Secondary Plan and is designated as Heritage Residential. This secondary plan contains policies (3.4.5.b) to help evaluate the types of land uses appropriate for areas with this designation. The Heritage Area designation states that lands with this designation shall be protected from intrusion by incompatible land uses and undesirable traffic. It is the Department's position that allowing a parking lot on the subject site is in contravention of these policies as it would allow the expansion of an incompatible land use and increase the amount of non-residential traffic into the area. The Centretown Plan also contains a policy for Heritage Residential Areas which states that the City shall encourage rehabilitation

wherever possible. The subject property was occupied by a residential dwelling until destroyed by fire. It is the Department's position that in lieu of the old building being rehabilitated, a new residential building should be constructed on the property, in concurrence with the intent of this policy.

Conformity With Surrounding Land Uses

The subject property is located in the Centretown residential neighbourhood and is surrounded completely by residential uses. Presently, the subject use attracts considerable commercial traffic into the residential community. If this application is granted, it is anticipated that the existing funeral home will be able to expand its ability to operate, bringing more commercial traffic into the area, which will have an increased detrimental effect on the surrounding community.

Intent of Non-conforming Uses

The subject property and the funeral home on the adjacent land have been zoned residential since 1964, when the City of Ottawa enacted its first comprehensive Zoning By-law. Consequently, since that time, the funeral home at 515 Cooper Street has been legally non-conforming. In zoning the subject property and the surrounding lands as residential, Council decided that over the long term, the entire neighbourhood would be developed as residential. With the passing of the City's new comprehensive Zoning By-law, this desire has been reaffirmed. It is therefore the intent that legal non-conforming uses disappear over time, to be replaced with uses that are allowed by the existing zoning. Permitting this rezoning would not meet this intent as it would strengthen the existence and functionality of the funeral home, thus keeping it in its present location indefinitely.

It should be noted that expanding the funeral home to the subject property could not be considered by the Committee of Adjustment as its powers under the Planning Act do not include the expansion of a legal non-conforming use beyond the original limits of the property.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the agent (J.E. Ironside Consulting LTD., 2055 Prince of Wales Drive, Nepean, K2E 7A4) and the owner (Patrick J Whelan, 515 Cooper Street, K1R 5J1), the Corporate Finance Branch, Review Section, Assessment Control Supervisor and the Regional Municipality of Ottawa-Carleton, Plans Administration, of City Council's decision.

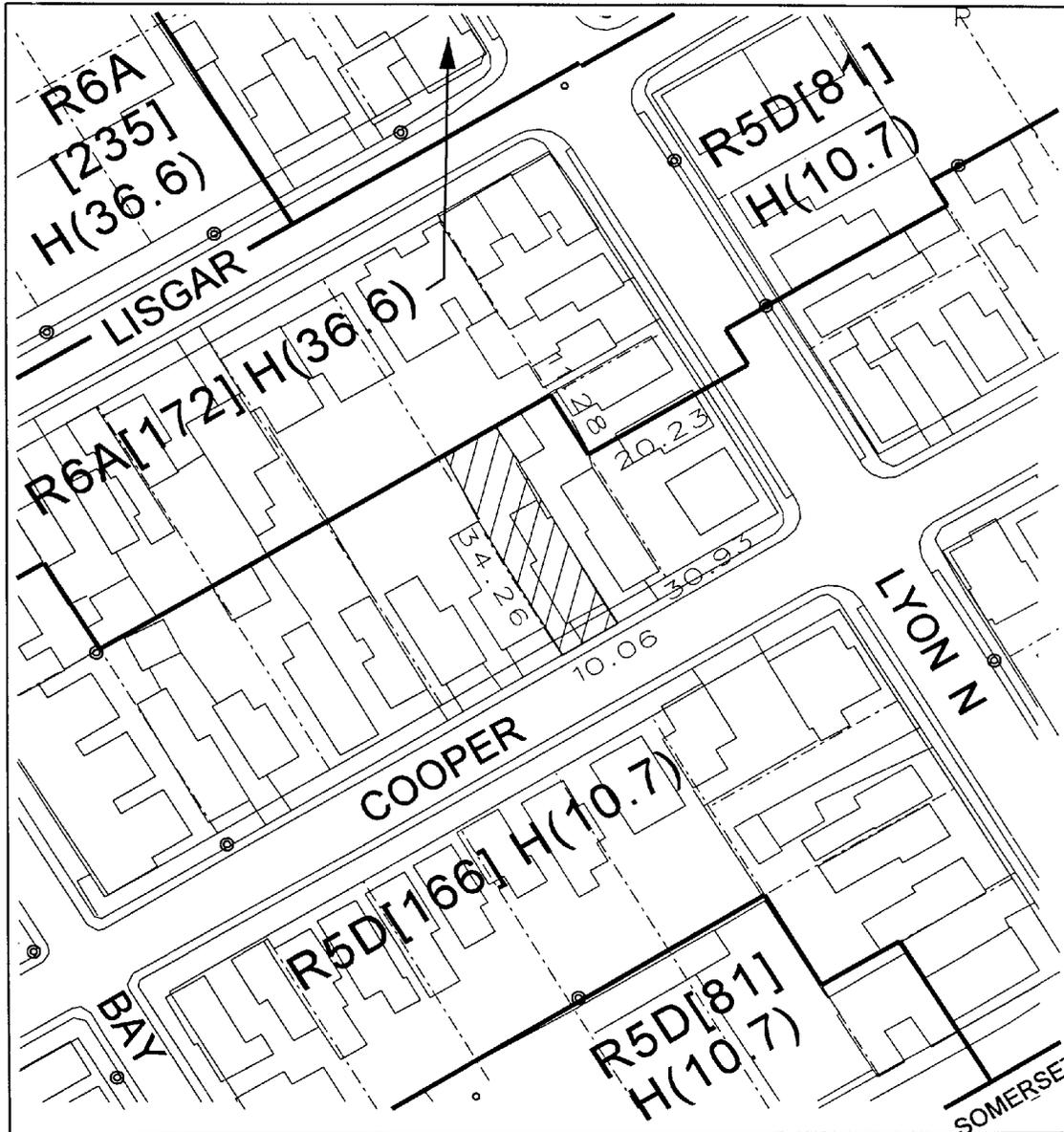
List of Supporting Documentation

- Document 1 - Location Map - Proposed Amendment to the *Zoning By-law 1998*
- Document 2 - Municipal Environmental Evaluation Process (MEEP) Checklist (on file with City Clerk)
- Document 3 - Compatibility With Public Participation Policy/Input From other Departments or Government Agencies

Part II - Supporting Documentation

Location Map

Document 1



 **City of Ottawa**
Produced by Planning Branch
Department of Urban Planning & Public Works
Street Names Layer Provided by Department
of Corporate Services

02P-1989-017 m-0203-99

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May 28, 1999.
REVISION DATE



LOCATION MAP
PROPOSED ZONING CHANGE
513 Cooper Street
By-Law 1998

Neigh. #15
Sub Area
1,2



SCALE
N.T.S.
METRES

NOTIFICATION AND CONSULTATION PROCESS

Notification and Consultation procedures were carried out in accordance with the Early Notification Procedures P&D\PPP\N&C#1 approved by City Council for Zoning Amendments.

In accordance with the notification policies approved by City Council, a sign was posted on the property and a circulation was sent to concerned community groups. Four responses in opposition to the proposal were received as a result of the posting of the on-site sign and three responses in opposition were received from the circulation to community groups. The applicant provided a petition with 26 signatures of people who live in the area, all in favour of the proposal. A summary of concerns and the preamble to the petition is presented below.

Concerns from Posting of the On-site Sign

1. We are opposed to a residential property becoming a commercial property.
2. The parking lot is out of character with the street.
3. Allowing businesses to buy residential properties for commercial purposes is a large step backwards in making the City more hospitable for residents.
4. A new house should be built on this property.
5. The City's Official Plan encourages more residential development in and adjacent to the downtown.
6. Surface parking is incompatible with the community's heritage character.
7. Approval of this application would set an unfortunate precedent allowing commercial uses to spread beyond the confines of the original property.
8. Approval of this application would lead to larger and more frequent funerals at the business. This in turn would increase the amount of traffic associated with the use.
9. I suspect that paving and fencing the site in advance of the application was done to create the appearance of hardship should Council consider refusing the application.

Centretown Citizens Ottawa Corporation•Centretown Housing Co-operative

“On behalf of Centretown Citizens Ottawa Corporation (CCOC), a major rental housing landlord in Centretown, I wish to note our strong opposition to this application.

The proponent, a funeral parlour, wishes to rezone the adjacent lot from its current residential designation, to an accessory parking use. This would contravene all of the City of Ottawa’s Official Plan goals of intensifying residential uses in the downtown core. Adding commercial surface parking is also contrary to the Transportation Master Plan.

CCOC, along with the City of Ottawa, has been working for many years now to convert existing parking lots back to their intended residential use. This has met with much success and solid community support. The rezoning proposed here would set us back to the times where the urban blight and surface parking was allowed to threaten the viability of a strong residential community in Centretown.”

Centretown Citizens’ Community Association

“I would like to confirm the opposition of the CCCA to the rezoning request for 513 Cooper on the basis that it constitutes a 100% increase in the area taken up by a legal non-conforming use in a residential zone of Centretown. Under the Centretown Plan, such uses are allowed to expand by up to 25%; requests to exceed this limit by, for example, the Canadian Nurses Association and Kelly’s Funeral Homes have been vigorously opposed by the CCOC.”

Dalhousie Community Association

“The Dalhousie Community Association has always promoted the preservation and expansion of residentially zoned land in the downtown and its adjacent areas, and where it is done reasonably and in conformity with existing zoning, residential intensification within the central area of Ottawa. We note that this proposed re-zoning will convert an allowed residential use into a non-conforming one for an indefinite period of time. It will also significantly increase a non-conforming commercial use, thereby putting neighbourhood residential zoning in jeopardy should the business expand further. We must therefore object to this proposed zoning amendment.

Response to Posting of On-site Sign and Circulation to Concerned Community Groups

The Department’s recommendation of refusal will address many of the concerns of the surrounding community.

Petition Supporting Application

Preamble to Petition

“The following undersigned has been informed of the application by Patrick J. Whelan to apply for an amendment to the By-law to allow for accessory parking at 513 COOPER STREET FOR THE WHELAN FUNERAL HOME and has no objection to this proposal.”

This petition was signed by 26 people.

Councillor’s Comments

Councillor Elizabeth Arnold provided the following comments:

“I am opposed to this application. The subject site is zoned for residential use and permitting parking on this property will mean that its future redevelopment for housing is unlikely. The area has seen significant residential intensification in recent years and this is a very desirable location for new residential development. If approved, in effect this Application would double the area of non-conforming commercial use by extending it to both lots. Parking is incompatible with the predominantly residential nature of this block of Cooper Street and does not meet the objectives of the Centretown Plan. Permitting parking on this property sets an unacceptable precedent for lots where existing housing has been lost due to fire. The City of Ottawa should limit the spread of surface parking in this neighbourhood”.

Regional Councillor’s Comments

“I am strongly opposed to the rezoning of this property to permit ancillary parking for the adjacent commercial use of 515 Cooper Street (a funeral home). This property is zoned for residential use and should be redeveloped in accordance with the City of Ottawa’s and Region of Ottawa Carleton’s Official Plan policies for residential intensification. To permit the commercial use to double in size by expanding onto a residential lot will mean that this property would be unlikely to be redeveloped in accordance with the Official Plan. Adding an additional surface parking lot in this area is contrary to the Transportation Master Plan for discouraging private auto use to and from the Central Area. It will also set an unacceptable precedent for the redevelopment of properties where existing dwelling units are removed by fire or other means.”

APPLICATION PROCESS TIMELINE STATUS

This application was received on May, 21,1999 and was subject to a project management timeline, as recommended by the “A Better Way Task Force Report”. A mandatory pre-consultation and information exchange was undertaken by staff with interested community associations, since the proponent did not undertake pre-consultation. A process chart

establishing critical milestones was prepared and circulated as part of the technical and early notification process. This application was to proceed to Planning and Economic Development Committee on September 28, 1999, however, as a result of a need to determine the effects of the illegal expansion of the funeral home on its non-conforming rights, this application was delayed.

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October 20, 1999

ACS1999-PW-PLN-0146
(File: OSP1984/128)

Department of Urban Planning and Public
Works

Ward/Quartier
OT4 - Rideau

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique

Action/Exécution

3. Site Plan Control Application - 1200 St-Laurent Boulevard Plan d'emplacement - 1200, boulevard St-Laurent

Recommendation

That the Site Plan Control Application be APPROVED as shown on the following plans:

1. "Proposed Full Site Plan, St Laurent Site Plan" Drawing Number P10 SP.01, prepared by Robert J. Woodman Architect Inc., dated October 08, 1999, revised to October 08, 1999 and dated as received by the City of Ottawa on October 8, 1999.
2. "Proposed Full Site Plan Deck Level, St Laurent Site Plan" Drawing Number P10 SP.02, prepared by Robert J. Woodman Architect Inc., dated October 08, 1999, revised to October 08, 1999 and dated as received by the City of Ottawa on October 8, 1999.
3. "Landscape Site Plan, St Laurent Site Plan" Drawing Number LSP-01, prepared by Douglas Associates, dated June 11, 1999, revised to October 06, 1999 and dated as received by the City of Ottawa on October 8, 1999.
4. "Landscape Plan Deck P10, St Laurent Site Plan" Drawing Number P10 L.01, prepared by Douglas Associates, dated June 4, 1999, revised to October 06, 1999 and dated as received by the City of Ottawa on October 8, 1999.

subject to the conditions contained in Document 1.



October 22, 1999 (1:27p)

Edward Robinson
Commissioner of Urban Planning and Public
Works



October 22, 1999 (3:22p)

Approved by
John S. Burke
Chief Administrative Officer

JMS:jms

Contact: Julie Sarazin - 244-5300 ext. 1-3872

Financial Comment

Subject to City Council approval, the financial security will be retained by the City Treasurer until advised that all conditions have been met and the security is to be released.


October 21, 1999 (1:23p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

Existing

The subject property is located at the southwest corner of Coventry Road and St. Laurent Boulevard and is currently occupied by the St. Laurent Shopping Centre. The site is approximately 16.4 hectares in area. The existing total gross floor area of the shopping centre is approximately 87,569 square metres (retail component 65,802 square metres and the remainder consisting of office space and recreational/entertainment space). The zoning designation for this site is a CS zone which is a Shopping Centre zone. The total number of parking spaces on-site is approximately 4,266 spaces.

The shopping centre has seen extensive renovations since 1996 which have included: renovated entrances, upgraded lighting in the parking decks, the straightening of several interior pedestrian corridors, the addition of skylights, a new entrance court to the OC Transpo entrance, a new entrance to the entertainment area, as well as the construction of new parking decks, all at a cost of approximately \$50,000,000.

Proposed

The subject Site Plan Control application is for the following:

- a second level retail expansion having a gross leasable area of approximately 9,000 square metres located over the original shopping centre between the Sears store and the existing food court.
- the addition of a six-storey, 6,185 square metre (rentable area) office tower located at the northeast corner of the shopping centre (over the existing East Side Mario's restaurant)

- a proposed 300 square metre at-grade expansion to the existing Shopper's Drug Mart
- alterations to the mall entrance adjacent to the Shopper's Drug Mart and the Toys-R-Us stores
- a two-level parking garage at the northeast corner of St. Laurent and Coventry Road with a new one-way vehicular ramp from Coventry Road, which will necessitate the reconfiguration of the existing at-grade parking lay-out at the northeast corner of the site
- establishment of a parking area on the roof of Toys-R-Us
- a new vehicular entrance along the northwest corner of the property
- widening of the internal roadway system to the north of the existing shopping centre
- new planting throughout the site
- a new vehicular bridge located parallel to the existing bridge over St. Laurent Boulevard, adjacent to the Bay store, and
- 448 additional parking spaces for a total of 4, 714 spaces.

The subject site is designated as "Primary Employment Centre" and "Regional Shopping Centre" in the City's Official Plan. The Primary Employment Centre designation allows for the development of a mix of uses (retail, office, cultural, entertainment etc.) at relatively high density and generally of a high profile built form. In addition, the primary employment centre shall have the potential for development to accommodate at least 5, 000 jobs. The Official Plan policies relating to "Regional Shopping Centre" indicate that there shall be a maximum gross leasable area of 77, 000 square metres for the St. Laurent Shopping Centre. The proposed development, which will be approximately 75, 580 square metres in gross leasable area, will provide for additional office and a mix of retail space. It is the Department's opinion that the proposed development is in keeping with these Official Plan policies.

A landscape buffer, varying in width of 2.7 metres to 5. 7 metres, will be provided along the Coventry Street frontage. This landscaped area will consist of the retention of the existing deciduous trees and the introduction of new shrub planting which will allow for the softening of the parking garage as well as greening of the existing streetscape. An architectural feature, comprised of a metal structure with the St. Laurent Shopping Centre logo, will be located at the intersection of St. Laurent Boulevard and Coventry Road. This architectural feature will animate an important intersection as well as screen the proposed vehicular ramp. Planting, consisting of coniferous and deciduous trees and shrubs, will accent the

architectural feature and provide for year-round screening and softening of this corner. Surface material (concrete pavers) will provide for a uniform appearance and plaza look to this same corner.

The Site Plan will also provide for an improved pedestrian walkway system which will conduct pedestrians from the intersection of St. Laurent and Coventry to the entrance of the shopping centre. A barrier-free pedestrian walkway located adjacent and parallel to St. Laurent Boulevard will direct pedestrians to a surface walkway instead of through the parking spaces as is currently occurring.

As part of the proposed development, a review of the entire landscaping on-site is being completed. Trees that have been determined to be in poor condition will be replaced. Any trees which will be affected by the proposed construction and are considered to be in good condition, will be transplanted elsewhere on the property. Existing planting which is located close to the construction area will be protected during construction. Additional planting consisting of trees and shrubs will be planted where possible throughout the site.

Certain modifications throughout the site to provide for barrier-free access and to address the concerns expressed by the Disabled Issues Advisory Committee have been included on the Site Plan. Other issues relating to barrier-free access will require additional discussions with other agencies, such as Para-Transpo, to provide for improved accessibility to the site.

Economic Impact Statement

There are two separate components in this development. One is a second level retail expansion amounting to 8,914 square metres more of gross leasable space above the original shopping centre; and the second is the construction of a 6-storey office tower adding some 6,224 square metres of office space. These two additions to the site will attract an estimated \$14 million of new investment resulting in 200 construction related jobs while under development and an estimated 400 persons years of employment after construction is completed. Taxation revenues are estimated to be \$125,000 per annum for the City and will come from office and shopping centre taxes. Building permit fees are estimated to be \$132,000.

FISCAL/ECONOMIC IMPACT STATEMENT

1200 St Laurent Blvd	Est Investment:	\$13,748,696	
CITY COSTS:	2000		2001-2008 *
Extraordinary Costs **	\$0		\$0
Admin & Services	\$2,429		\$14,862
Inspection & Control	\$2,911		\$17,814
Roadways, parking	\$27,708		\$169,545
Garbage & Storm Sewer Maint.	\$2,560		\$15,665
Social & Family Services	\$564		\$3,452
Rec & Culture	\$5,462		\$33,422
Planning & Development	\$2,206		\$13,496
	Sub-total	\$43,839	\$268,256
CITY REVENUES:			
Property Tax	\$155,080		\$948,945
Building Permit	\$131,627		\$0
Tax from Indirect Impacts	\$52,158		\$319,161
License/Permit	\$12,350		\$75,568
	Sub-total	\$351,216	\$1,343,674
	NET TO CITY	\$307,376	\$1,075,418
EMPLOYMENT			
Avg New Jobs (excl. construction)			400
Net New Jobs (construction) ***			78
New Jobs (indirect/induced)			136
	Total		613

* Present value at a discount rate of 8.5%

** Includes: n/a

*** After excess capacity has been absorbed

Consultation

One response was received from the public notification of the application. Councillor Richard Cannings indicated he is in support of the application.

Disposition

Department of Corporates Services, Statutory Services Branch to notify the Owner and Agent and all interested parties of Planning and Economic Development Committee's decision.

Department of Urban Planning and Public Works, Planning Branch to prepare the Site Plan Control agreement.

List of Supporting Documentation

- Document 1 - Conditions of Site Plan Control Approval
- Document 2 - Location Plan
- Document 3 - Proposed Full Site Plan
- Document 4 - Proposed Full Site Plan - Deck Level
- Document 5 - Landscape Site Plan
- Document 6 - Landscape Plan Deck P10
- Document 7 - Municipal Environmental Evaluation Process Checklist (on file with City Clerk)
- Document 8 - Consultation Details

Part II - Supporting Documentation

Conditions of Site Plan Control Approval

Document 1

PART I - CONDITIONS TO BE SATISFIED PRIOR TO THE EXECUTION OF THE REQUIRED SITE PLAN CONTROL AGREEMENT

STANDARD CONDITIONS

STC 1.1 - Evaluation of Specific Existing Private Trees to be Retained

The Owner(s) must submit a statement specifying the species, size, health and structural stability for "all the" existing tree(s) which are to be retained, to the satisfaction of the Commissioner of Urban Planning and Public Works. The inspection of the existing trees and statement must be prepared by a person having qualifications acceptable to the Commissioner of Urban Planning and Public Works and may include, but need not be limited to a qualified Arboriculturalist, Forester, Silviculturalist, Landscape Architect, Horticulturalist, Botanist, or Landscape Technologist: (Contact Julie Sarazin, 244-5300, ext. 1-3872, Planning Branch)

STC 1.2.1 - Landscape Elements Estimate by Landscape Architect

The Owner(s) must provide a detailed itemized estimate prepared by a Landscape Architect, of the value of all required landscaping, including the value of all or any specific existing tree(s) to be retained in accordance with the Canadian Nurseries Association and the International Society of Arboriculture (ISA) Standard, to the satisfaction of the Commissioner of Urban Planning and Public Works. (Contact Julie Sarazin, 244-5300, ext. 1-3872, Planning Branch)

STC 1.3 - Posting of Financial Securities for Landscape Elements

The Owner(s) must post Security in the amount of 100% of the value of the landscape elements as identified in the detailed itemized estimate, including estimates for new landscape elements on private and municipal and/or regional property, and a Tree Compensation Deposit for all or any specific existing tree(s) to be retained on private property, which shall be retained in the custody of the City Treasurer, (no security will be taken for existing municipal and regional road allowance trees because they are already protected by the Trees By-law (By-law Number 55-93, as amended) and the Road Cut By-law (By-law Number 31-91 as amended). For the purposes of this condition, Security means cash, certified cheque, or subject to the approval of the City Treasurer, bearer bonds of the Government of Canada (except Savings Bonds), Provincial bonds or provincial guaranteed bonds, or other municipal bonds provided that the interest coupons are attached to all bonds, or letters of credit, with an automatic renewal clause, issued by a chartered bank, credit unions and caisse populaires, trust companies or some other form of financial security (including Performance Bonds from institutions acceptable to the City Treasurer). (Contact Debbie Van Waard, 244-5300, ext. 1-3570, Office of the City Solicitor).

PART 2 - CONDITIONS TO BE INCLUDED IN THE REQUIRED SITE PLAN CONTROL AMENDING AGREEMENT

SPECIFIC CONDITIONS

1. The Owner(s) acknowledges and agrees that the City shall hold in its possession landscaping security until completion of the works in accordance with the approved plan(s) to the satisfaction of the City. The Owner(s) hereby covenants and agrees:
 - (i) that it shall be responsible to arrange for the transfer or replacement of landscaping security provided to the City prior to the sale or transfer of the Owner's lands, and
 - (ii) that if the landscaping security has not been replaced prior to the sale or transfer of the Owner's lands, the new registered owner(s) may utilize the security for any works as approved by the City which have not been completed pursuant to the Plan(s), and for this purpose, the City Treasurer is hereby authorized to call in Letters of Credit or other security provided. The balance of security held, if any, will be refunded to the Owner(s) who provided the security, upon completion of the works to the satisfaction of the City.

2. That the Owner agrees, prior to the construction of the down ramp for the parking deck proposed over the Toys'R'Us store, to submit a study prepared by a transportation planning/engineering consultant that examines the on-site circulation systems (vehicular, pedestrian, loading), and in particular, potential conflict points between vehicles, and between vehicles and pedestrians, and proposals to minimize such conflicts (ie. clearly defined pedestrian routes/crossings to main entrances, on-site traffic controls) to generally ensure functional and safe on-site circulation systems. Specific attention shall be given to potential circulation/congestion problems where the proposed down ramp leads to the main circulation route around the shopping centre. This study shall be to the satisfaction of the Commissioner of Urban Planning and Public Works and may be included as part of the study requested by the Region, or may be submitted as a separate study.

CONTACT: John Smit, 244-5300, ext. 3866, Licensing, Transportation, and Buildings Branch

3. That the Owner implement any measures recommended through the study that is to be completed as set out by Condition 1 (above) to ensure that the on-site circulation systems are functional and safe. This shall be to the satisfaction of the Commissioner of Urban Planning and Public Works.

CONTACT: John Smit, 244-5300, ext. 3866, Licensing, Transportation, and Buildings Branch

STANDARD CONDITIONS

STC 2.1 - Installation and Planting of Landscape Elements

The Owner(s) shall install and plant all landscape elements in accordance with the Site Plan Control Approval, within one year from the date of occupancy, to the satisfaction of the Commissioner of Urban Planning and Public Works. The landscape elements shall include but not be limited to, all vegetation and topographic treatment, walls, fences, hard and soft surface materials, lighting, site furniture, free-standing ground-supported signs, steps, lamps, and play equipment, information kiosks and bulletin boards and other ground cover and new tree(s) and shrubs located on the road allowance.

STC 2.2 - Reinstatement of Damaged City Property, Including Sidewalks and Curbs

The Owner(s) shall reinstate to the satisfaction of the Commissioner of Urban Planning and Public Works, any property of the City or Regional Municipality of Ottawa-Carleton, including sidewalks and curbs, that is damaged as a result of the subject development. This reinstatement shall be at the expense of the Owner(s). (Contact Bruce Coombe, 244-5300, ext. 1-3461, Engineering Branch)

STC 2.9 - Release of Financial Securities for Landscape Elements

When requested by the Owner(s), the Security shall be released by the City Treasurer when authorized by the Commissioner of Urban Planning and Public Works according to City Council policy, provided that the landscape elements have been installed and planted in accordance with the Site Plan Control Approval, and that all plant materials are in good and healthy condition. (Contact Julie Sarazin, 244-5300, ext. 1-3872, Planning Branch, and/or where there are landscape elements on the road allowance, John Honshorst, 244-5300, ext. 1-3763, Operations Branch.)

STC 2.10 - Retention and Release of Financial Securities for Specific Existing Private Trees Which Were to be Retained and Protected

- i) The Tree Compensation Deposit shall be retained for a period of three (3) years during which time the deposit is non-retrievable, unless otherwise determined by the Commissioner of Urban Planning and Public Works. The period of time during which the money is non-retrievable shall only commence upon occupancy of the development, or as otherwise determined by the Commissioner of Urban Planning and Public Works.
- ii) To request a release of the Tree Compensation Deposit, the Owner(s) shall provide the Commissioner of Urban Planning and Public Works with a certified inspection and statement indicating:
 - a) whether the specific tree(s) remains structurally stable and healthy;
 - b) to what extent a tree(s) is damaged during construction;
 - c) whether the tree(s) will die primarily as a result of development;
 - d) whether or not an existing tree(s) will require replacement, primarily as a result of the effects of development.
- iii) That the required inspection and statement shall be conducted by a person(s) having qualifications acceptable to the Commissioner of Urban Planning and Public Works and

may include, but need not be limited to a qualified Arboriculturalist, Forester, Silviculturalist, Landscape Architect, Horticulturalist, Botanist, or Landscape Technologist.

- iv) The terms of the release of the Tree Compensation Deposit shall be determined by the Commissioner of Urban Planning and Public Works upon review of the certified inspection and statement.
- v) When determined by the Commissioner of Urban Planning and Public Works, based on the acceptance of the certified, inspection and statement addressing the need for possible tree removal; the Owner(s) shall replace the tree(s), by either:
 - a) one or more new deciduous tree(s) with a combined caliper size equal to those removed, but in no case shall each replacement deciduous tree be less than seventy-five (75) millimetres caliper,
 - b) one or more new coniferous tree(s) with a combined height of not less than that of the height of the tree to be removed, with each specimen not less than one point five (1.5) metres, except when prescribing species, varieties or cultivars which are normally less than ten (10) metres high at maturity, or
 - c) a combination of the above. (Contact Julie Sarazin, 244-5300, ext 1-3872, Planning Branch)

STC 2.13 - Requirement for Maintenance and Liability Agreement

The Owner(s) shall enter into a Tri-Party Agreement with the Regional Municipality of Ottawa-Carleton for the installation of decorative pavers on the road allowance and on the sidewalk. The costs of the preparation and registration of the agreement will be borne by the Owners. installation of decorative landscaping or interlocking pavers on City property. The costs of preparation and registration of the agreement will be borne by the Owner(s). (Contact John Honshorst, 244-5300, ext. 1-3763, Operations Branch)

STC 2.16.2 - Release of Site Plan Control Agreement for Non-residential or Mixed Use Developments

The City may release the Owner(s) from any agreement required as a condition of this Site Plan Control Approval once all terms of the agreement have been completed but not earlier than five years after the date of release of all financial securities required as a condition of this Approval. The Owner(s) shall pay all costs associated with the application for and registration of release from this agreement. (Contact Compliance Reports Section, 244-5300, ext. 1-3907, Planning Branch)

PART 3 - CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT

SPECIFIC CONDITIONS

1. That a building permit for the construction of the proposed down ramp for the parking deck proposed over the Toys'R'Us store not be issued until such time as the study required as set out in Condition 1 of the Conditions to be Included in the Required Site

Plan Control Agreement has been accepted by the Commissioner of Urban Planning and Public Works.

CONTACT: John Smit, 244-5300, ext. 3866, Licensing, Transportation, and Buildings Branch

STANDARD CONDITIONS

STC 3.1.1 - Signing of Site Plan Control Amending Agreement

The Owner(s) must sign a Site Plan Control Amending Agreement including the conditions to be included in the agreement. When the Owner(s) fails to sign the required agreement and complete the conditions to be satisfied prior to the signing of the agreement within six (6) months of Site Plan Control Approval, the approval shall lapse. (Contact Debbie Van Waard, 244-5300, ext. 1-3570, Office of the City Solicitor).

STC 3.2 - Approval of Private Sewer Systems, Lot Grading and Drainage Plan(s)

The Owner(s) must submit a plan(s) showing the private sewer systems and lot grading and drainage which indicates:

- i) the methods that surface water will be self-contained and directed to catch basins, storm sewers, swales and or ditches, and then conveyed to the public storm, combined sewer system or City ditches unless otherwise directed by the Commissioner of Urban Planning and Public Works;
- ii) by calculation, that the stormwater runoff from this site will not exceed the design capacity of the City sewer system. The allowable runoff coefficient is 0.65, (if the uncontrolled stormwater runoff exceeds the requirement specified, an application to the Ministry of Energy and the Environment for stormwater management will be required);
- iii) that all sanitary wastes shall be collected and conveyed to a public sanitary or combined sewer; and
- iv) that all private storm and sanitary sewers required to service the subject site are completely separated from each other and conveyed to the public storm, sanitary or combined sewer, except in the designated Combined Sewer Area;

to the satisfaction of the Commissioner of Urban Planning and Public Works. (Contact Bruce Coombe, 244-5300, ext. 1-3461, Engineering Branch)

PART 4 - CONDITIONS TO BE SATISFIED PRIOR TO COMMENCEMENT OF AND DURING CONSTRUCTION/DEVELOPMENT

STANDARD CONDITIONS

STC 4.1 - Protection of Existing Municipal and/or Regional Trees and Shrubs Prior to and During Construction

The Owner(s), in accordance with the Trees By-law (By-law Number 55-93, as amended), and the Road Cut By-law (By-law Number 31-91, as amended), must undertake protective

measures to the satisfaction of the Commissioner of Urban Planning and Public Works prior to commencement of and during construction, to ensure against damage to any roots, trunks or branches of all existing municipal and/or Regional, where appropriate trees and shrubs located along the Coventry road allowance, as shown on the Site Plan Control Approval, which are to be retained and protected. These measures shall consist of the following:

- a) hoarding of individual or clumps of trees at the drip-line or as indicated on the approved Site Plan, using continuous wood fencing having a minimum height of 1.2 metres and to be retained until the completion of all construction;
- b) no vehicles, equipment nor construction materials shall enter or be stored within the hoarded vegetation protection areas;
- c) no lowering or raising of any existing grades within three (3.0) metres around any tree, without prior consultation with and approval from the Commissioner of Urban Planning and Public Works;
- d) all required pruning of existing trees and exposed roots is to be undertaken by a qualified arbourist or similar expert using manual methods;

(Contact John Honshorst, 244-5300, ext. 1-3763, Operations Branch and Neil Dillon for inspection, 244-5300, ext. 1-3507, Building Code Services Division)

STC 4.2 - Protection of Existing Private Trees and Shrubs Prior to and During Demolition and/or Construction

The Owner(s) must undertake protective measures to the satisfaction of the Commissioner of Urban Planning and Public Works, prior to commencement of and during demolition and/or construction, to ensure against damage to any roots, trunks or branches of all existing private trees and shrubs, as shown on the Site Plan Control Approval, which are to be retained and protected. These measures shall consist of the following:

- a) hoarding of individual or clumps of trees at the drip-line or as indicated on the approved Site Plan, using continuous wood fencing having a minimum height of 1.2 metres and to be retained until the completion of all construction;
- b) no vehicles, equipment nor construction materials shall enter or be stored within the hoarded vegetation protection areas;
- c) no lowering or raising of any existing grades within three (3.0) metres around any tree, without prior consultation with and approval from the Commissioner of Urban Planning and Public Works;
- d) all required pruning of existing trees and exposed roots is to be undertaken by a qualified arborist or similar expert using manual methods;

(Contact Neil Dillon for inspection, 244-5300, ext.1-3507, Building Code Services Division)

STC 4.3 - Approval of Work on Municipal Property or Easements

The Owner(s) must receive written approval from the Director of Engineering prior to any work commencing on City or Regional property or easements. A description of the proposed work along with twenty-four (24) copies of the plan illustrating the work must be

submitted and will be circulated to all underground utilities for their comments, prior to any approval. (Contact Larry Lalonde, 244-5300, ext. 1-3820, Engineering Branch)

STC 4.4 - Approval for Construction Related to Private Approaches

The Owner(s) must receive written approval from the Commissioner of Urban Planning and Public Works for any construction related to a private approach within the road allowance. (Contact Ray Fournier, 244-5300, ext. 1-3811, Engineering Branch)

STC 4.5 - Notification of Construction or Alteration of Private Approach

The Owner(s) must notify the Commissioner of Urban Planning and Public Works in writing when the construction or alteration of any private approach servicing this development will commence. Lack of notification may result in the City requiring changes to the private approach at the expense of the Owner. (Contact Ray Fournier, 244-5300, ext. 1-3811, Engineering Branch)

STC 4.11 - Requirement for Grease Trap

The Owner(s), in accordance with the Sewer By-law (By-law Number 163-73, as amended), must install a grease trap on the internal sanitary plumbing system when a restaurant is established. (Contact Neil Dillon, 244-5300, ext. 1-3507, Licensing, Transportation and Buildings Branch)

STC 4.17 - Planting of Trees in Hard Surfaced Areas

The Owner(s) must ensure that any tree to be located in a hard surfaced area must be planted in accordance with the "Guidelines for Hard Surface Planting" in accordance with the Trees By-law (By-law Number 55-93, as amended). (Contact John Honshorst, 244-5300, ext. 1-3763, Operations Branch)

STC 4.18 - Planting of Trees in Road Allowance

The Owner(s) must ensure that any new road allowance tree(s) be planted as follows:

- i) 0.6 metres from the property line, pursuant to the Standard Locations for Utility Plant (referred to as the CR-90), as approved by the City;
- ii) utility clearances are required prior to planting and/or staking;
- iii) wire baskets and burlap used to hold the root ball and rope that is tied around the root collar are to be removed at the time of the planting of the tree(s);
- iv) guying of the tree(s) is not acceptable;
- v) the tree(s) must meet the requirements set out by the Canadian Nursery Standards; and
- vi) tree stakes are to be removed prior to the release of the financial securities for the landscape elements. (Contact John Honshorst, 244-5300, ext. 1-3763, Operations Branch)

STC 4.19 - Requirement for "As Built" Drawings of Private Sewer Systems, Lot Grading and Drainage

The Owner(s) must provide the Department of Urban Planning and Public Works with "As

Built" drawings of all private sewer systems, lot grading and drainage, prior to the issuance of a final occupancy permit. (Contact Bruce Coombe, 244-5300, ext. 1-3461, Engineering Branch)

PART 5 - FOR THE INFORMATION OF THE REGISTERED OWNER(S)

STI 1 - Additional Requirements

This approval only relates to Site Plan Control matters and the owner must still abide by all other municipal by-laws, statutes and regulations.

STI 3 - Release of Existing Site Plan Control Agreement(s)

The existing site plan control agreement(s) may be eligible for release according to the City Council approved policy, at the cost of the Owner(s).

STI 4 - Changes to the Site Plan Control Approval

Changes to the Site Plan Control Approval may require a new approval according to the provisions of the Site Plan Control By-law.

STI 5 - Permit Required for Signs

This Site Plan Control Approval does not constitute approval of any sign. The Owner(s) must procure separate sign permits for all signs in accordance with the Signs By-law (By-law Number 311-90, as amended). Further, according to the Site Plan Control By-law, where proposed ground signs are not indicated on an approved plan(s), the Owner must seek Site Plan Control Approval to reflect the intended sign(s) prior to the issuance of the required sign permits. (Contact Jim Denyer, 244-5300, ext. 1-3499, Planning Branch)

STI 6 - Compensation for Damaged or Lost Municipal Trees

In accordance with the provisions set out in The Trees and Road Cut By-laws, (By-law Number 165-73, as amended) compensation will be required if any municipal/regional tree is damaged or lost. (Contact John Honshorst, 244-5300, ext. 1-3763, Operations Branch)

REGION OF OTTAWA-CARLETON

ROC Registered Agreement Required

The Owner(s) is advised that an agreement must be entered into with the Region of Ottawa-Carleton and the Owner(s) (Contact Millie, Mason, Legal Department, 560-6025, ext. 1224) which will include the following conditions:

ROC -Other Conditions and Information

The following Regional conditions are required to be included in a Regional Site Plan Agreement:

TRANSPORTATION

Vehicular Access

Condition RMOC-T12

The owner shall undertake a Transportation Impact Study for this site. The purpose of the study will be to estimate the anticipated traffic volumes associated with the development, investigate the expected impact on the road system and determine the road modifications and other measures required to accommodate the development.

Condition RMOC-T13

The owner is responsible for all costs such as those associated with the public roadway modifications including final design construction drawings, traffic signal plants and sidewalks.

Condition RMOC-T14

In accordance with the Regional Regulatory Code, the grade of the accesses should not exceed 2% for a distance of 9 metres from the widened streetlines.

Condition RMOC-T15

The proposed accesses will be designed and constructed to the satisfaction of the Environment and Transportation Commissioner.

Condition RMOC-T22

The Owner must enter into a Tri-Party Maintenance and Liability Agreement with the Regional Municipality of Ottawa-Carleton and the City of Ottawa for the installation of the decorative pavers on the road allowance and on the sidewalk. The costs of the preparation and registration of the agreement shall be borne by the Owner.

Public Transit

Condition RMOC-T17

The owner shall relocate/adjust those OC-Transpo's lay-by/bus stops which will be impacted by the proposed new roadworks and private approaches to the site.

ENVIRONMENT

Water

Condition RMOC-W2

The details for water servicing and metering shall be in accordance with the Regional Regulatory code. The owner shall pay all related costs, including the cost of connecting, inspection, disinfecting and the supply and installation of water meters by Regional personnel.

Condition RMOC-W4

In accordance with the Regional Regulatory Code, all existing services that will not be utilized, shall be capped at the watermain by the Region. The owner shall be responsible for all applicable costs.

Condition RMOC-W5

In accordance with the Regional Regulatory Code, no driveway shall be located within 3.09 m of an existing fire hydrant. No objects, including vegetation, shall be placed or planted within a 3.0 m corridor between a fire hydrant and the curb nor a 1.5 m radius beside or behind a fire hydrant.

Condition RMOC-W9

The owner shall be required to co-ordinate the preparation of an overall utility distribution plan showing the location (shared or otherwise) and installation, timing and phasing of all required utilities (on-ground, below-ground) through liaison with the appropriate electrical, gas, water, sewer, telephone and cablevision authorities and including on-site drainage facilities and streetscaping - such location plan being to the satisfaction of all affected authorities.

Industrial Waste

Condition RMOC-IW1

In accordance with the Regional Regulatory Code, the owner shall install and maintain in good repair in connection a suitable manhole to allow observation and sampling of sewage and stormwater by the Region of Ottawa-Carleton. The manhole type and location shall be consistent with the requirements of the Regional Regulatory Code.

Condition RMOC-IW2

Any sanitary or storm drainage from the site must comply with the provision of Section 5.2 of the Regional Regulatory Code.

Condition RMOC-IW4

Where a change occurs to the operation at the facility, an update to the Waste Survey Report must be completed and submitted to the Industrial Waste Inspector at 560-6086, Ext. 3326 within 60 days of the change as required by Section 5.2.5 of the Regional Regulatory Code.

Additional Comment:

Since there is a potential that new restaurants or fast food establishments will form part of the newly expanded site, properly sized grease traps should be installed to ensure that the discharge of oil and grease of animal or vegetable origin to the sewer system do not exceed 150 mg/l.

Stormwater Management

Condition RMOC-SWM4

The owner agrees to prepare and implement an erosion and sediment control plan to the satisfaction of the local municipality, appropriate to the site conditions, prior to undertaking any site alterations (filling, grading, removal of vegetation, etc., and during all phases of site preparation and construction in accordance with the current Best Management Practices for Erosion and Sediment Control.

Finance

Condition RMOC -RDC The owner, heirs, successors and assigns shall ascertain if development charges are payable pursuant to the Regional Development Charges by-law and any amendment or revision thereto.

The following comments are for the advice of the Applicant and the City of Ottawa.

ENVIRONMENT**Water****Condition RMOC-W1**

Fire flow records indicate a flow of 2360 at 20 PSI from the hydrant located at the southwest corner of St. Laurent Boulevard and Coventry Road. This test was performed in September 1997. This flow reflects system conditions on the test day; however, there are variations in flow and pressure depending on the time of day. The owner may be required to undertake an engineering analysis of the water supply, certified by a professional engineer, to ensure that the water supply meets municipal/regional standards.

Condition RMOC-W3

The owner shall submit drawings for approval prior to tendering and make application to the Regional Environment and Transportation Department for the water permit prior to the commencement of construction.

Condition RMOC-W7

The owner shall satisfy the requirements of the Building Code with respect to hydrants(s).

Condition RMOC-W10

The owner shall note that the Ministry of environment approval is required for any on-site stormwater management facility to service this project. No construction of these works shall commence until the owner has secured a Certificate of Approval from the Ministry of Environment.

Sewer

Condition RMOC-S1

As the proposed development is located within an area tributary to a Regional collector sewer system which has been assessed by the Region to be at capacity, the owner shall, prior to applying for a building permit, liaise with the Region in the identification of extraneous wet weather flow sources. Where flow removal cannot be achieved on site, removal of extraneous flows will be conducted through a flow removal program co-ordinated by the Region and area municipality within the area tributary to the affected Regional facility.

Solid Waste

Condition RMOC-SW4

Waste collection and recycling collection will not be provided by the Region. The applicant should make appropriate arrangements with a private contractor for waste collection and recycling collection.

Condition RMOC-SW5

The owner should consult a private contractor regarding any access requirements for waste collection and/or recycling collection.

ENBRIDGE-CONSUMERS GAS

Enbridge-Consumers Gas should be contacted regarding the necessity of providing easements or servicing requirements. (Contact Gary Roth, Engineering Department, 742-4636)

OTTAWA HYDRO

Ottawa Hydro, Engineering Department should be contacted regarding the necessity of providing a transformer and vault, pad mounted transfer and easements. (Contact Daniel Desroches, 738-5499, ext. 210)

BELL CANADA

Bell Canada should be contacted three months in advance of any construction. (Contact Rick Watters, 742-5769)

ROGERS OTTAWA

Rogers Ottawa Cablevision be contacted in planning stages to arrange facilities. (Contact Jeff Niles, 247-4519 - East side Bank Street Dave Hart 247-4562)

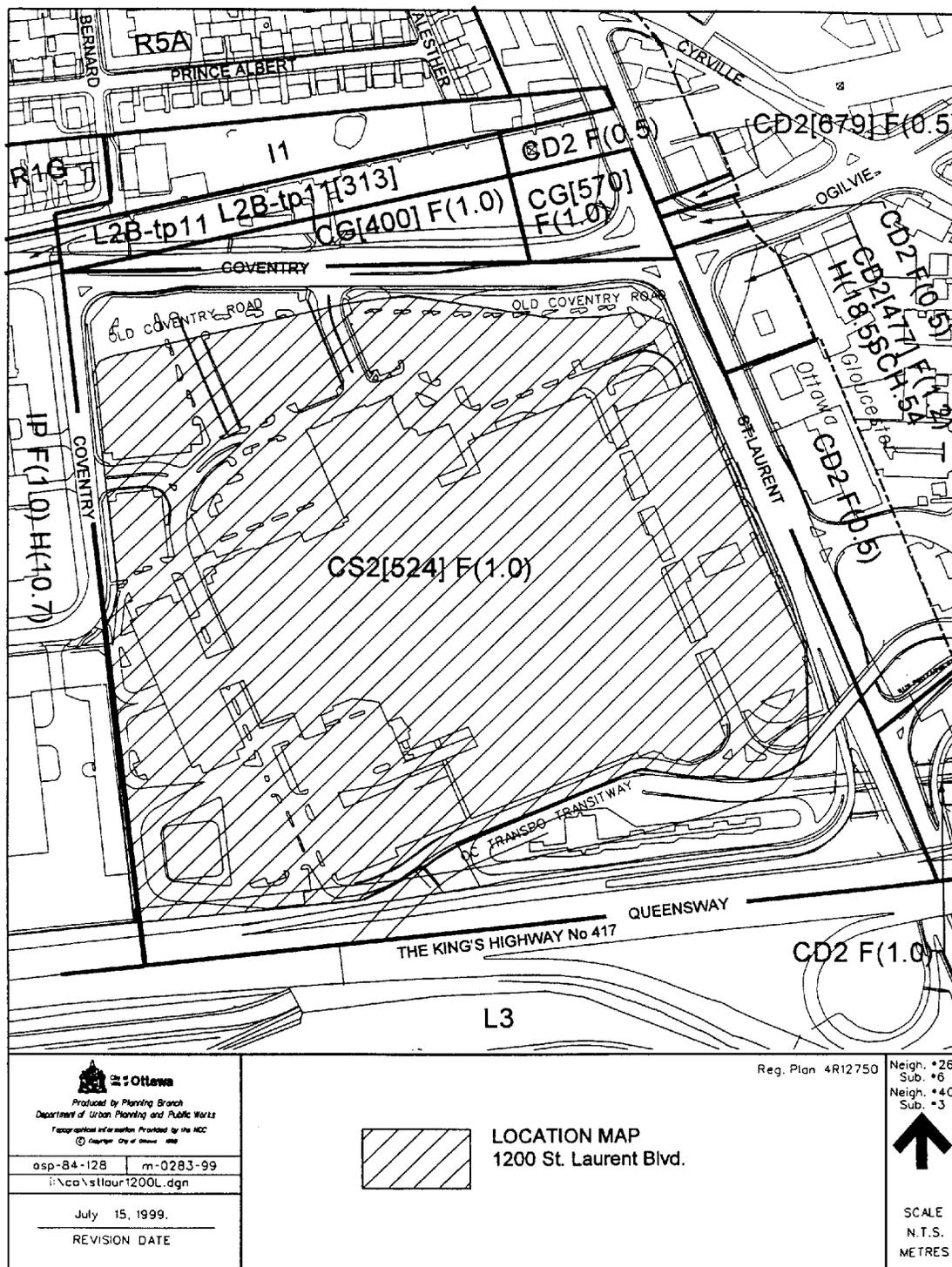
MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

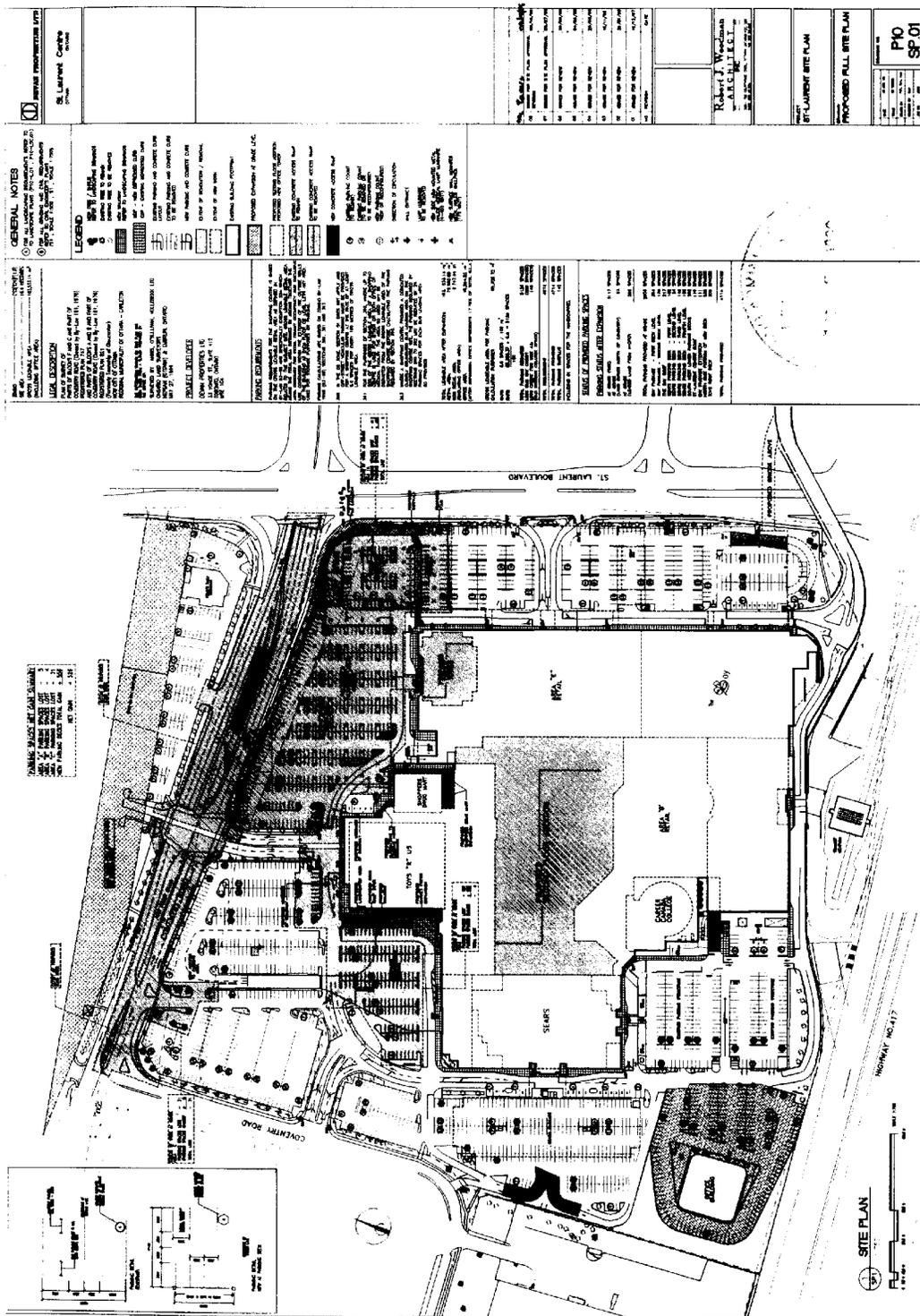
The Registered Owner(s) contact the District Supervisor, Ministry of Transportation and Communications to obtain a permit to build.

Contact the District Landscaping Supervisor, Ministry of Transportation and Communications to obtain approval for landscaping within the Highway right-of-way.

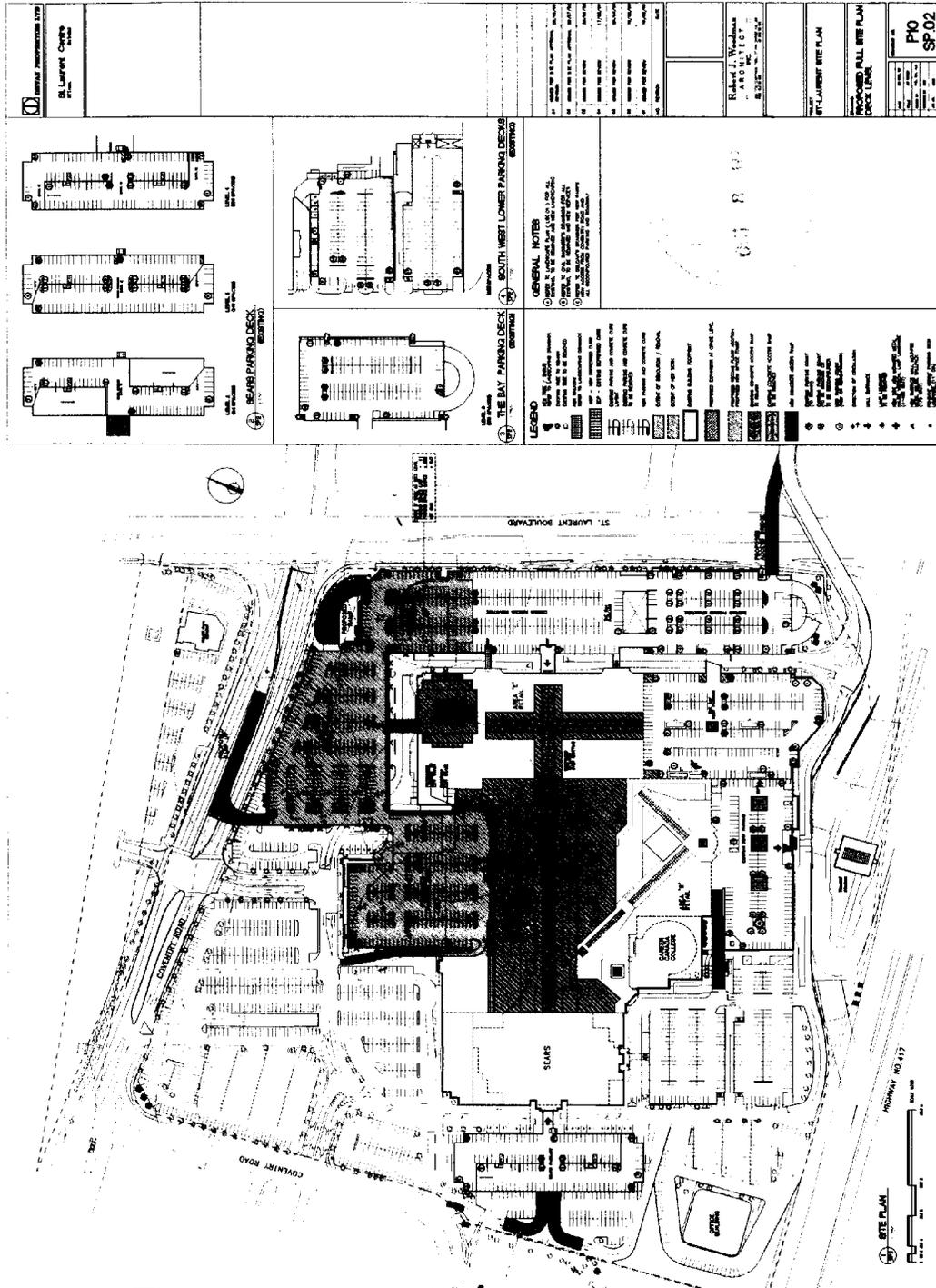
CANADA POST CORPORATION

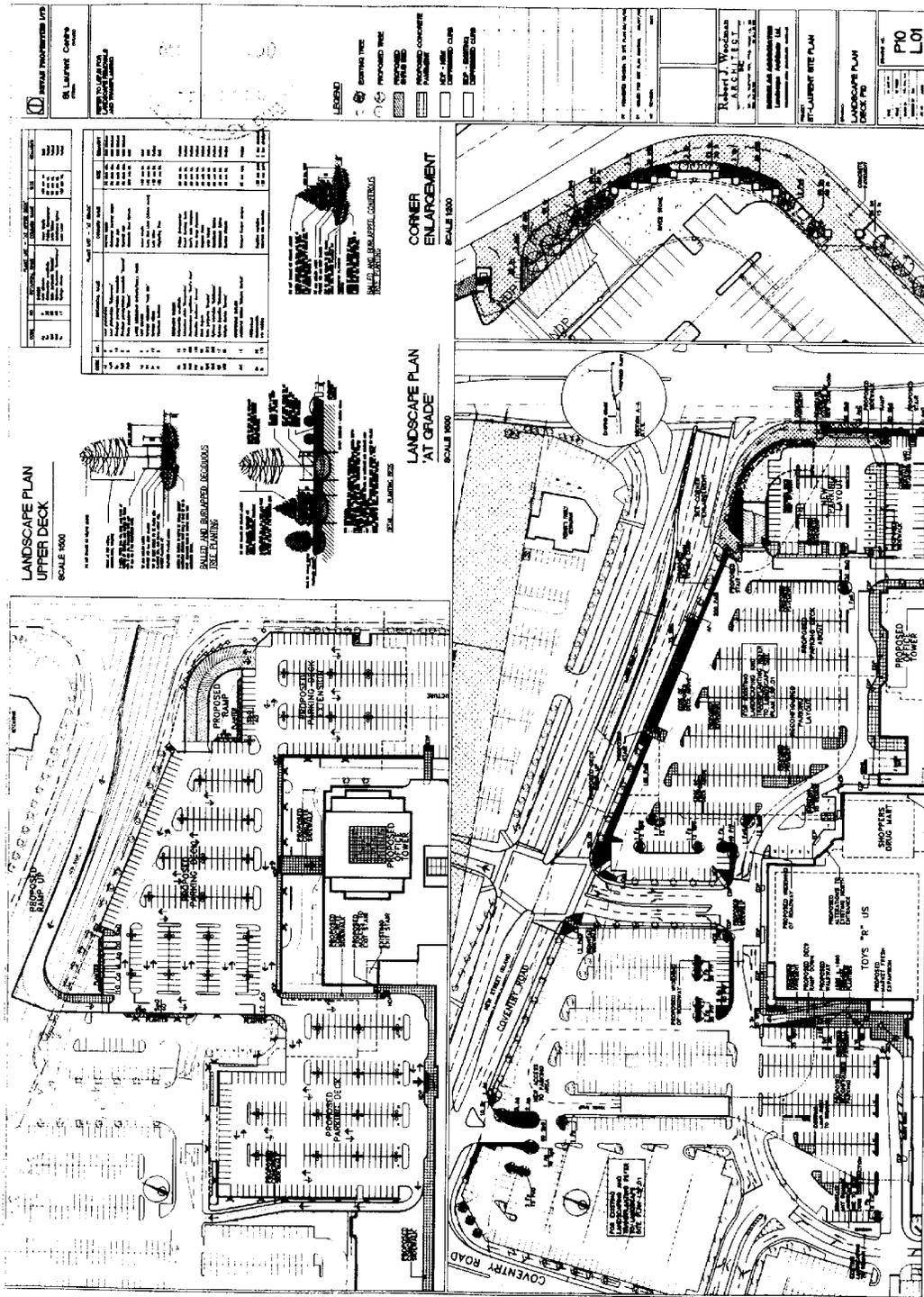
In the case of a private street, door to door postal service at this site location is not available and an owner supplied and installed lock box assembly panel will be required. (Contact Denis Marquis, Delivery Services Officer, 734-1508)





OS P1984/128





OSP19841128

CONSULTATION DETAILS

Document 8

NOTIFICATION AND CONSULTATION PROCESS

Notification and consultation procedures were carried out in accordance with notification procedure P&D/PPP/N&C#2 approved by City Council for Site Plan Control applications.

SUMMARY OF PUBLIC INPUT

There was one response from the public to the posting of the a notification sign on the subject property. The expressed concern related to the impact of the internal renovations of the existing businesses/tenants. The developer should be able to answer the following questions:

1. What businesses in the Shopping Centre will be affected?
2. Has the developer met with each tenant individually, to discuss the effect of construction on their operation?
3. Will the landlord compensate the tenants for potential loss of business or damage during construction?

Response

The owner and agent have been made aware of the comments.

APPLICATION PROCESS TIMELINE

The application which was submitted on July 9, 1999, was subject to a project management timeline, as recommended by the "A Better Way Task Force", and a process chart which established critical milestones was prepared. A Mandatory Information Exchange was not undertaken by staff since the proponent undertook pre-consultation. This application was processed within 110 days, the maximum timeframe established for the processing of site plan control submissions to Planning and Economic Development Committee.

INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIESCOUNCILLOR'S COMMENTS

Councillor Richard Cannings is in agreement with the proposed development.

DISABLED ISSUES ADVISORY COMMITTEE

Staff and the agent for the Owner meet with the Disable Issues Advisory Committee and the following are the expressed concerns:

1. The proposed number of spaces designated for the handicapped at 1.4 % of the total spots is inadequate given that upwards of 10% of the population are partially or totally disabled. It was suggested and agreed that a doubling of the number to 132 could be accommodated.
2. The location of parking spaces under cover of a roof such as those at the Bay is desirable. Specifically it is requested that additional spots be located in the parkade opposite the west side of Sears on the third floor, which has a bridge to the second floor of the store. There should be a designated walkway from the parking spots on the grade level on the west side of Sears positioned under the bridge for coverage.
3. Stop/No Parking signs at both sides of the walkway will be required. Additionally a new curb cut at the north/west corner of Sears sidewalk should be made to accommodate those parked in the spots closest to point.
4. Due to the steepness of the grade, the spaces located under the roof on the south side parking area of Sears should be re-arranged so that they are located at or near the base of the grade, instead of aligned in a row along the wall.
5. It is desirable to have the area to the north side adjacent to the main entrance (Shopper's Drug Mart) covered to protect those being dropped off by Para Transpo and other vehicles from the elements as well as provided protection for the HC spaces.
6. It is suggested that specific areas such as the north main entrance and the Bay and Sears entrances be designated as drop-off areas and appropriately signed.
7. It is desirable to standardize signage throughout the site. Inside the shopping centre, ensure that equal prominence is given to the location of elevators and HC equipped washrooms as to escalators and public lavatories. Outside signs which display the route to HC spaces for the unfamiliar, displaying the decal of HC on the same spot on every door so equipped, eliminating the slippery blue paint outlining the HC symbol on the asphalt behind the HC spots.
8. The lip of the curb cuts should be of uniform height.
9. In the case of emergency, a handrail should be installed and the surface material of the pedestrian walkway located adjacent to the Toys R Us store should be brushed concrete.
10. Increasing the width of the sidewalk adjacent to the Transit Station is desirable.
11. Automatic door open buttons should be in a location accessible to those in wheelchairs.

12. The doors at the Sears entrance are not accessible. In addition the second floor entrance should be checked for adequate width.

Response

1. The Site Plan has been revised to show a total of 81 spaces. While the applicant is meeting the minimum requirement of six spaces as stipulated by By-law 1-90, the applicant is willing to explore other options (i.e. Committee of Adjustment application) to increase the number of spaces. Discussions with staff are on-going regarding this issue.
2. All spaces under cover at the Sears deck and other areas will be reviewed.
3. This item will be implemented for all depressed curbs.
4. The parking spaces will be relocated as requested.
5. The architect has agreed to review the possibility of providing glazed canopies over the entrances similar to the entrance near the Cinemas and a covered entrance adjacent to the north entrance.
6. The suggestion to provide additional drop-off areas and the opportunity to accommodate better dedicated access for these vehicles will be discussed and reviewed by Para-Transpo at a later date.
7. The graphic presentation of the interior and exterior signage will be standardized.
8. The architect has indicated that all curb cuts will be addressed and will be adequate.
9. The surface material will be revised to a brushed concrete surface material.
10. This item will be reviewed to improve accessibility.
11. The applicant has indicated that the automatic door open buttons will be changed where necessary.
12. Sears Canada has been informed of the situation and will review the matter in their upcoming renovation plans.

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October 25, 1999

ACS1999-PW-PLN-0148
(File: OLR1999/001)

Department of Urban Planning and Public
Works

Ward/Quartier
OT8 - Mooney's Bay

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

4. Lifting of a 30 cm. reserve - 703 Hunt Club Road Suppression d'une réserve de 30 cm. - 703, chemin Hunt Club

Recommendation

That the application to lift the 30 cm. reserve located along the east side Paul Anka Drive, north of Hunt Club Road be APPROVED.

October 28, 1999 (2:27p)

Edward Robinson
Commissioner of Urban Planning and Public
Works

JMS:jms

Contact: Julie Sarazin - 244-5300 ext. 1-3872

October 29, 1999 (2:54p)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A.

October 28, 1999 (2:09p)

for Mona Monkman
City Treasurer

CP:cds

Executive Report

Reasons Behind Recommendation

History

The subject site is located on the northeast corner of Paul Anka Drive and Hunt Club Road. The owner, the Region of Ottawa-Carleton, is in the process of selling this vacant parcel of land to an individual who wishes to construct a semi-detached dwelling. It has been discovered that a 30 cm. reserve exists along the Paul Anka frontage, and that the pending building permit cannot be issued, nor the sewer services be installed, until such time as the 30 cm. reserve is lifted.

The subject site was part of a larger block in a Plan of Subdivision which was approved in 1974. A 30 cm. reserve was imposed as part of the approval to prohibit access to Paul Anka Drive, within 46 metres of Hunt Club intersection.

The application to lift the 30 cm. reserve is recommended for approval for the following reasons:

Compliance with Official Plan Policies

The City of Ottawa's Official Plan designates the subject property as "Residential". The proposed use of the subject lands for residential purposes complies with the Official Plan.

Section 4.5.7. of the Secondary Policy Plan for Hunt Club stipulates that wherever desirable and feasible access to arterial roads shall be prohibited from abutting properties and there shall be no access to collector roads within 46 metres of arterials, where possible. However the Plan also allows some flexibility. The Plan stipulates that should the property ownership not allow this control, access to collector roads shall be located as far from the arterial road as possible. In this particular case, the proposed driveway to the duplex dwelling is located to the northern part of the subject property, away from the Hunt Club intersection. In addition, the land to the south of the subject site and at the corner of the Hunt Club and Paul Anka Drive is owned by the Region of Ottawa-Carleton and forms part of the Hunt Club road allowance. The frontage of this parcel of land along Paul Anka Drive is approximately 25.5 metres in width. A sound attenuation fence separates this parcel from the subject site. In consultation with the Transportation, Licensing and Buildings Branch, it is the Department's position that since the proposed driveway will be located approximately 33 metres away from the Hunt Club and Paul Anka intersection, vehicular circulation will not be compromised as a result of the lifting of the 30 cm. reserve.

In addition, the proposed lifting of the 30 cm. reserve will meet the Official Plan policies pertaining to residential infill development. Lifting of the 30 cm. reserve will allow for the

construction of a compatible development on a underutilised residential parcel of land, and also reduce the financial burden of underutilised services. In addition, this application will allow for the efficient use of land which would otherwise remain vacant since no vehicular access would be possible.

Consultation

The Early Notification process was not applicable.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the owner (RMOC, 111 Lisgar Street, Ottawa, Ontario, K2P 2L7 Attention: Les Nalezinski); the Corporate Finance Branch, Revenue Section, Assessment Control Supervisor.

Office of the City Solicitor to prepare a by-law to dedicate the reserve as part of the public highway and forward the implementing by-law to City Council.

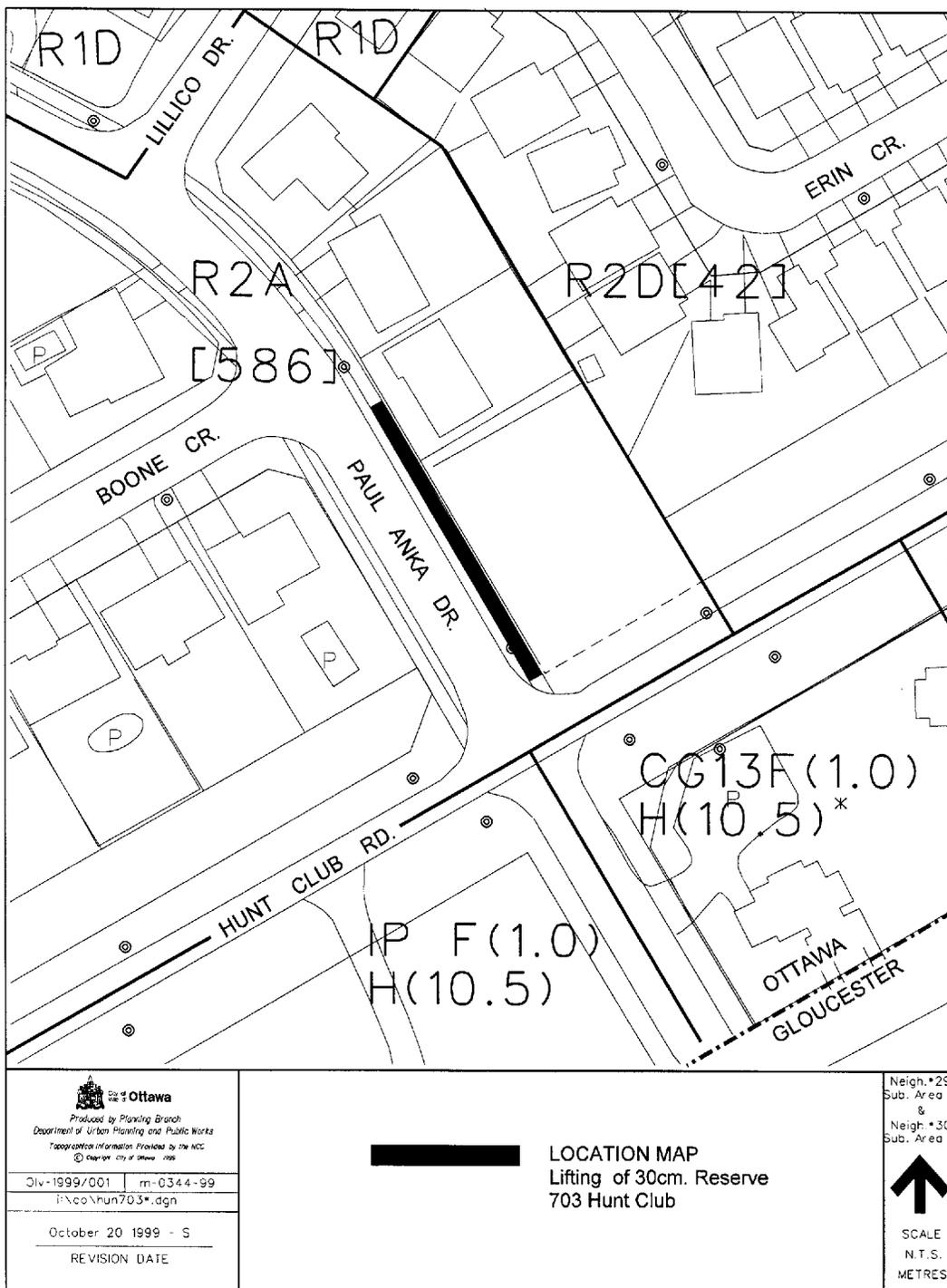
List of Supporting Documentation

Document 1 Location Map

Part II - Supporting Documentation

Location Map

Document 1



October 22, 1999

ACS1999-PW-PLN-0139
(File: JPD4840LAPE 01505)

Department of Urban Planning and Public
Works

Ward/Quartier
OT8 - Mooney's Bay

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

5. Signs By-law Minor Variance - 1505 Laperrière Avenue
Dérogation mineure de l'Arrêté municipal sur Les enseignes - 1505,
Avenue Laperrière

Recommendation

That the application to vary the Signs By-law 311-90, to permit two building identification logo signs to exceed the maximum sign face area limitations, as detailed in Document 2, be REFUSED.



November 1, 1999 (8:21a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

DRB:drb

Contact: Don Brousseau - 244-5300 ext. 1-3118



November 1, 1999 (11:16a)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A.



October 29, 1999 (4:10p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The site description, context and specific details are available for review as Supplementary Information within Documents 1 and 2.

The applicant is requesting relief from the by-law Area Limitations, affecting building identification logo signs located in the top storey, to increase the limitation from 10% of the top floor wall area to 14.6% or 45.8% larger than the by-law maximum.

The property is zoned IP for industrial land uses with a four-storey office building located on the site. Adjacent land uses to the north, east and west are similar office and retail uses also located on land zoned industrial. Single-family development is located directly across from the property on the south side of Laperrière Street.

The by-law limits the size of building identification logo signs to prevent excessive scale and sign proliferation. Logo signs located in the top storey are intended to be visible indicators for the public when approaching the building from a distance, as for example the Carling Executive Park.

While the building in question is significantly set back from the Queensway, the applicant would like to increase visibility of their business/building from the Queensway. The proposed sign would represent a 45.8% increase in the maximum area permitted under the by-law. As indicated, there are low density residential homes located directly across from the subject site and there is a concern that the illumination component may result in unwanted indirect light spill-over into the front windows of the residential units. In this regard, in response to the technical circulation, a resident located directly across from the building expressed concern that the existing ground sign and the wall sign identifying Trent Metals on the adjacent building to the west create constant illumination in their bedroom window. Further, that any additional signage would only exacerbate this condition.

The Department is of the opinion that the scale of signs should be based on the size of the property and area land uses. As such, increased visibility of any business should not simply be a factor of the distance from the closest major arterial roadway (including the Queensway) at the expense of area land uses, in particular residential land use. In addition, the subject application is to install back-lit sign boxes with dark lettering on a light illuminated background. This type of sign format emanates a considerable amount of illumination. These signs are often much larger than the actual text and/or graphics displayed on the sign face. In this regard, if the sign in question were individual illuminated channel letters (including the logo), the sign would actually meet the by-law area requirements utilizing the same size text as is currently proposed. At the same time, it has been noted historically that individual letters are actually more visually effective with a significantly lower impact from the illumination component.

In light of the above, the Department feels that an increase in the maximum area limitations would not fulfill the purpose and intent of the by-law and it is recommended that the application as submitted be refused. The above notwithstanding, within the limitations of the by-law, the applicant could achieve the same objective with regard to the scale of the text by utilizing a different sign format.

Consultation

In response to the early notification, three submissions were received two in support and one opposed to the application as submitted. Those in support were from land uses located either within the subject building or on Lady Ellen Place and no specific comments were provided. The response received in opposition was from a resident located directly across from the subject property and specific comments are summarized in Document 2.

Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, Dave's Reliable Signs, 850 Boundary Road, Cornwall, Ontario, K6H 5R6; the property owner, Dymon Corporation, Suite 105 - 380 Hunt Club Road, Ottawa, Ontario, K2E 1A5; and the tenant, Stantec Engineering, 1505 Laperrière Avenue, K1Z 7T1, of City Council's decision.

List of Supporting Documentation

Document 1	Fact Sheet
Document 2	Details of Requested Minor Variance and Consultation Details
Document 3	Location Plan
Document 4	Site Plan
Document 5	Elevation Drawing
Document 6	Photographs

Part II - Supporting Documentation

FACT SHEET

Document 1

Signs By-law - Minor Variance
 Address - 1505 Laperrière Avenue
 JPD4840/LAPE 01505

Current Zoning:	IP [263] F (1.0) H (11.0) - Pending IO - X (1.0) - [Z-2K]
Sign Level Use:	Level 3
Defined Special Signage Area:	N/A
Existing Development/Use:	Industrial - Office
Site Plan Control (Cross Reference):	N/A
Existing Signs Under Permit: (For the Subject Occupancy)	None
Requested:	Permitted or Maximum allowable:
Type: 2 On-Premises logo signs	Permitted
Classification: Identification sign	Permitted
Area of Face: 2 @ 15.6 square metres	Not Permitted - (Maximum per sign area - 10.7 square metres)
Location: One sign located on each of the east and west building elevations.	Permitted
Illumination: Proposed	Permitted

Relief from Article 1.1.3.6. of Schedule A of By-law 311-90, as amended, to permit an increase in the maximum area limitation from 10 percent of the area of the wall of the storey in which the sign is located to 14.6%.

Consultation Details

In response to the early notification circulation, three submissions were received: two in support and one opposed to the application as submitted. Those in support were from businesses located within the subject building or on Lady Ellen Place, while comments in opposition were from a resident on Laperrière Avenue. No specific comments in support of the application were provided. Comments in opposition are as follows:

“I pay residential taxes yet there are businesses all around me plus signs, signs and signs. Trent metals is right across from me and my bedroom is never in darkness. 1505 Laperrière has a large sign on their front lawn. How many signs do they need?”

Ward Councillor Jim Bickford is aware of the application and feels that the Departmental recommendation is a reasonable solution.

Departmental Comments

To reduce potential impact from the illumination component, the Department recommends refusal of the subject application, and encourages the applicant to consider a sign format that will satisfy their objectives within the parameters of the by-law at a text size equal to the proposed sign excluding the illuminated background.

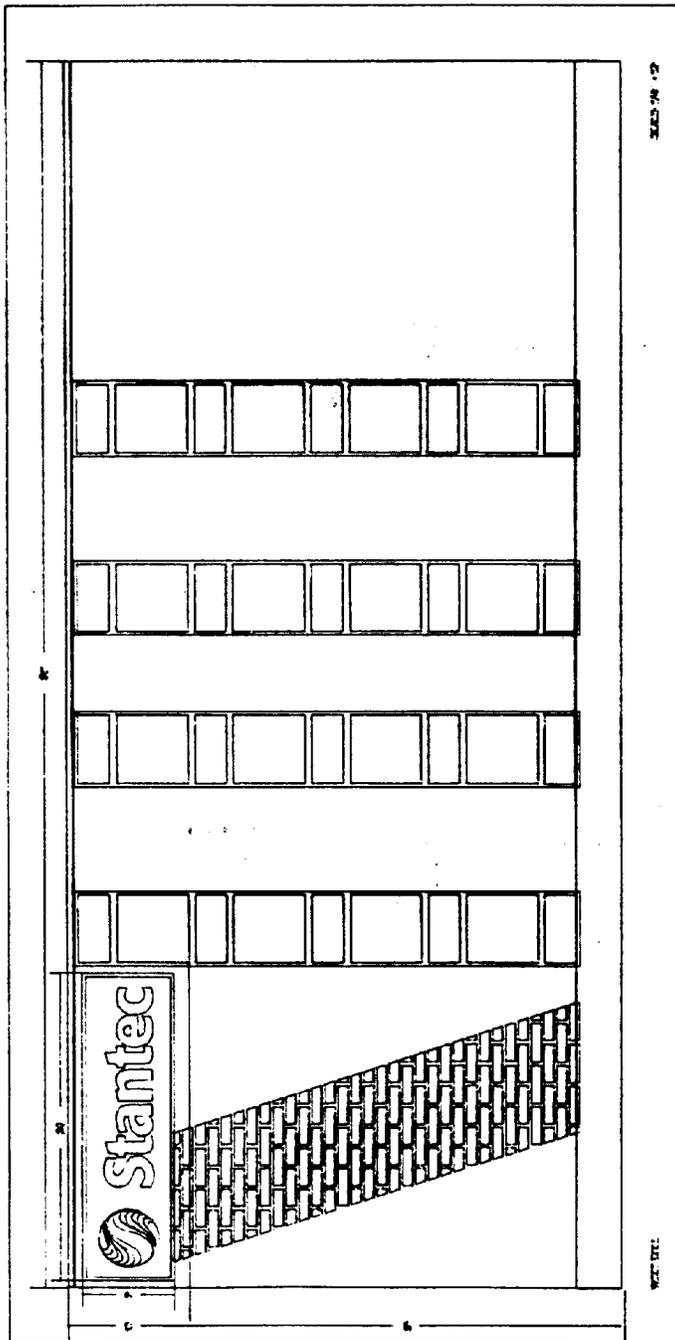
Ministry of Transportation

“Dave’s Reliable Signs applied for a Sign Permit from the Ministry of Transportation for the Strantec sign and logo on June 8, 1999. The size of the sign was 15.59 square metres, which was within the Ministry of Transportation Policy and was therefore approved by this office.

Having said the above, the Ministry of Transportation’s Sign Permit does not override the City of Ottawa’s By-law.”



ELEVATION DRAWING



PHOTOGRAPHS

Document 6



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October 28, 1999

ACS1999-PW-PLN-0141
(File: JPD4840BANS 0403)

Department of Urban Planning and Public
Works

Ward/Quartier
OT6 - Somerset

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

6. Signs By-law Minor Variance - 403 Bank Street

Dérogation mineure de l'Arrêté municipal sur les enseignes - 403, rue Bank

Recommendation

That the application to vary the Signs By-law 311-90, to permit an increase in the maximum sign area limitations affecting one wall mounted identification sign installed on the rear elevation, as detailed in Document 2 and illustrated in Document 5, be APPROVED, subject to:

- ▶ the sign not being illuminated between 10p.m. and 7a.m., and
- ▶ the installation of reflectors on the six flood lamps to the satisfaction of the Director of Planning



October 28, 1999 (3:01p)

Edward Robinson
Commissioner of Urban Planning and Public
Works

DRB:drb

Contact: Don Brousseau - 244-5300 ext. 1-3118



October 29, 1999 (2:44p)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A.



October 28, 1999 (2:15p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The site description, context and specific details are available for review as Supplementary Information within Documents 1 and 2.

The applicant is requesting relief from the sign Area and Dimension Limitations of the by-law to legalize an existing oversized illuminated wall mounted sign measuring 21.66 square metres located on the rear east elevation of the subject building at a setback from the adjacent residential use in a residential zone of 38.1 metres.

The property is located on the east side of Bank Street and zoned CG that permits the existing “Staples” retail business. There are two primary customer entrances, one facing Bank Street and the second facing the parking area at the rear of the building. The sign in question is located over the second entrance facing the parking lot and the residential homes fronting on Frank and Waverley Streets.

To reduce the potential negative impact from commercial signage, the by-law restricts the scale of wall mounted signs to the sign area that would be permitted for the adjacent residential use plus additional sign area based on a factor of the distance to the adjacent use, in this case, to a maximum sign area of 6.54 square metres. In addition, if the sign is illuminated, the sign must be setback from the residential use based on a ratio, in this case, 43.6 metres. Therefore, the requested variance is to increase the maximum sign area from 6.54 square metres to 21.66 square metres and reduce the required setback from 43.6 metres to 38.1 metres.

No input was received from the residential community, however, the Department is concerned with the imposition of illumination. There are six flood lamps illuminating the parking area that are presently not shielded. The lamps emanate a considerable amount of light into the neighbourhood. While the lighting does provide a degree of security, the lamps should be task oriented to focus the illumination on the parking area only. The illumination is

further intensified by the new “Staples” sign which is illuminated in two ways. The overall sign and red background is illuminated via indirect fluorescent tubes projecting out from the building then oriented back toward the sign. These tubes are shielded to prevent light spill-over. The smaller component of the sign reading “Business Depot” has been routed out with back-lit fluorescent illumination through the letters on an opaque background. This part of the sign is not shielded.

The applicant contends that since the rear entrance is also a primary entrance and that the scale of the rear building wall, if oriented toward Bank Street, would be permitted a sign area of 57.7 square metres, the subject sign should be acceptable at only 21.66 square metres.

The Department is of the opinion that if the building were located in an exclusively commercial or industrial area, the application would be supported. However, since the building interfaces with residential land use, the by-law has been designed to also consider the needs of the adjacent residents. The fact that the rear entrance is a primary entrance is recognized and larger signage is considered acceptable, in particular as there has been no opposition to the application. However, with respect to the current and future residents and their quality of life (in particular after normal business hours), it is recommended that the application be approved subject to the illumination component being turned off between 10 p.m. and 7 a.m. and that reflectors be installed on the existing flood lamps to focus the illumination on the parking area only.

Consultation

In response to the early notification, one submission in support of the application was received. No specific comments were provided.

Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, Jones Neon Displays Limited, 1140 Blair Road, Burlington, Ontario, L7M 1K9, the property owner, SEDCO Ltd., 130 Albert Street, Suite 1607, Ottawa, Ontario, K1P 5G4, and the tenant, The Business Depot Ltd., 30 Centurian Drive, Suite 106, Markham, Ontario, L3R 8B9, of City Council’s decision.

List of Supporting Documentation

Document 1	Fact Sheet
Document 2	Details of Requested Minor Variance
Document 3	Location Plan
Document 4	Site Plan
Document 5	Elevation Drawing
Document 6	Photographs

Part II - Supporting Documentation

FACT SHEET

Document 1

Signs By-law - Minor Variance

Address - 403 Bank Street

JPD4840/BANS 0403

Current Zoning:	CG F (2.5) Multi 1121 - Pending C1 - A (2.5) Multi 154 - [Z-2K]
Sign Level Use:	Level 3
Defined Special Signage Area:	N/A
Existing Development/Use:	Commercial - Retail
Site Plan Control (Cross Reference):	N/A
Existing Signs Under Permit: (For the Subject Occupancy)	4 wall mounted signs on the north, west and south elevations
Requested:	Permitted or Maximum allowable:
Type: 1 On-Premises facial sign	Permitted
Classification: Identification sign	Permitted
Area of Face: 21.66 square metres	Not Permitted - (Maximum 6.54 square metres)
Location: Set back 38.1 metres from the adjacent residential use in a residential zone to the east	Not Permitted - (Required setback - 43.6 metres)
Illumination: Proposed	Not Permitted - (Permitted if sign face area does not exceed 5.7 square metres)

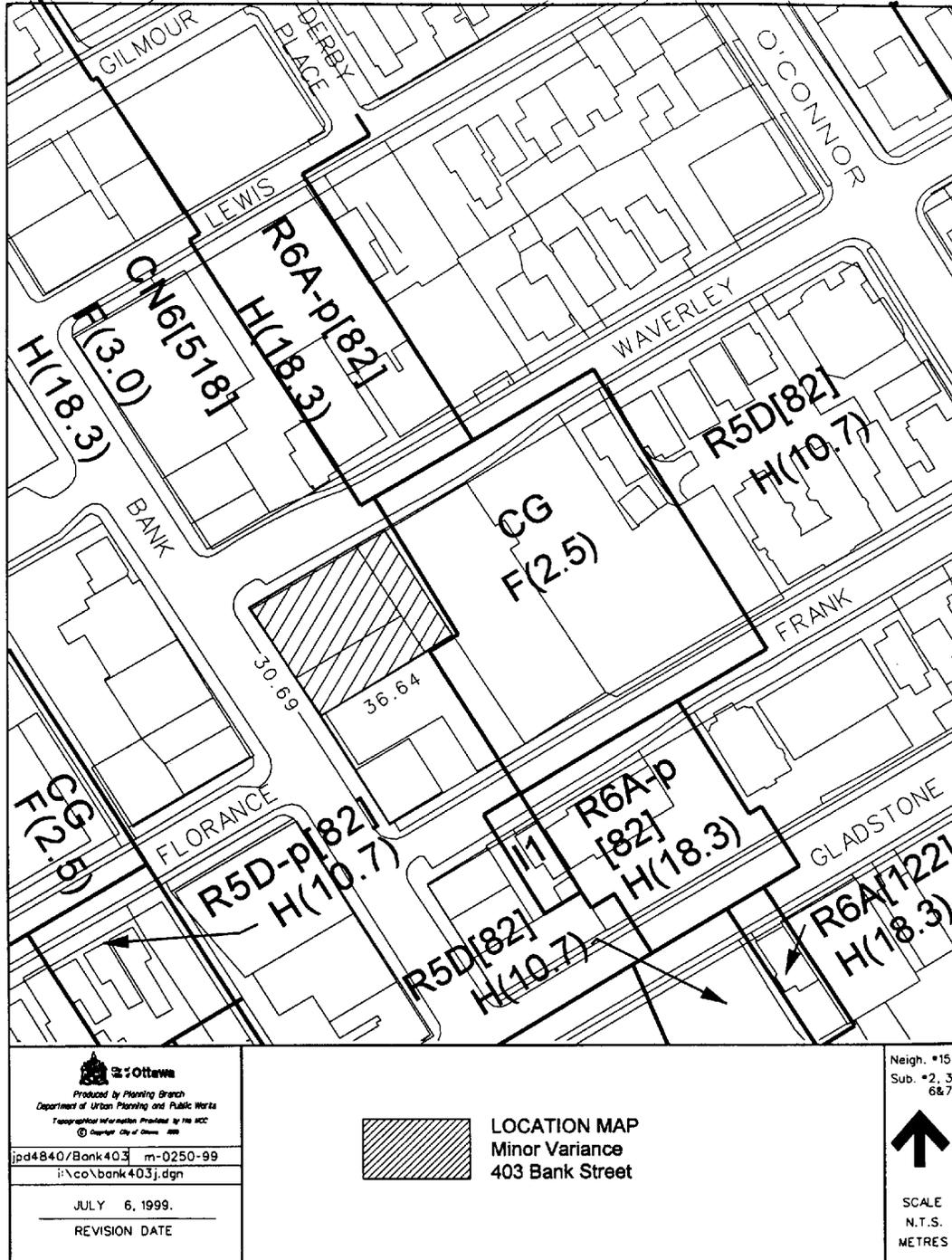
Details of Requested Minor Variance

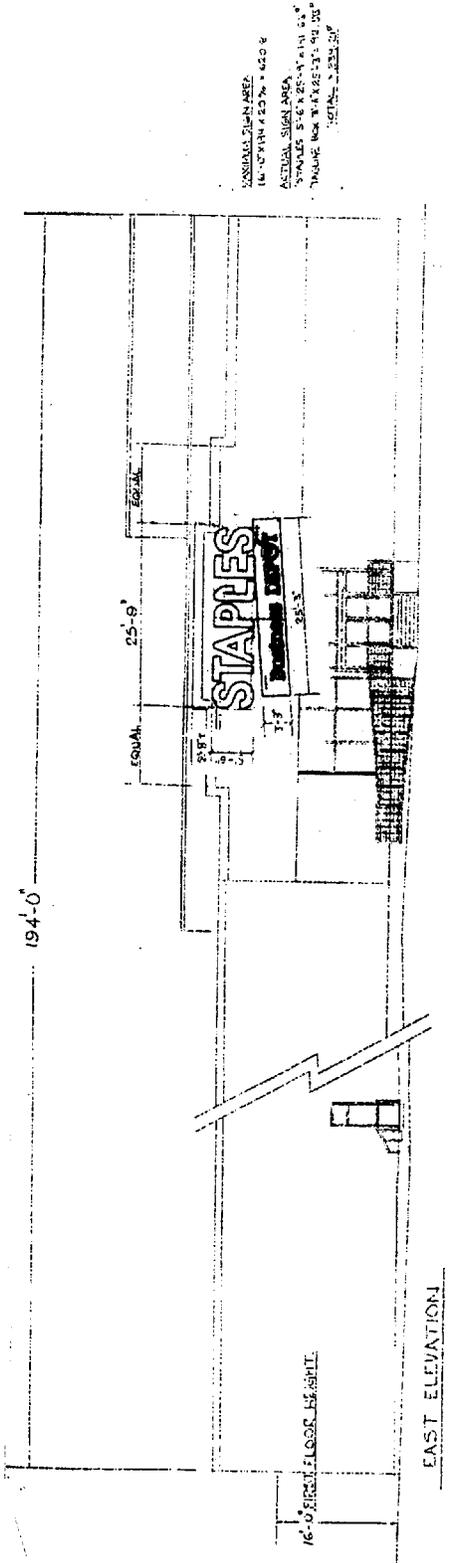
Document 2

Relief from Articles 1.1.3.5. and 1.2.5.3.(b) of Schedule A of By-law 311-90, as amended, to permit both an increase in the maximum area limitation from 6.54 square metres to 21.66 square metres and a decrease in the required setback from an adjacent residential use in a residential zone from 43.6 metres to 38.1 metres.

Consultation Details

In response to the early notification circulation, one submission in support of the application was received. No specific comments were provided.







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October 28, 1999

ACS1999-PW-PLN-0149
(File: JPD4840HUNC1661)

Department of Urban Planning and Public
Works

Ward/Quartier
OT3 - Southgate

- Planning and Economic Development Committee / Comité de l'urbanisme et de l'expansion économique
- City Council / Conseil municipal

Action/Exécution

7. Signs By-law Minor Variance - 1661 Hunt Club Road

Dérogation mineure de l'Arrêté municipal sur Les enseignes - 1661, Rue Hunt Club

Recommendation

That the application to vary the Signs By-law 311-90, to permit increases in the maximum sign area limitations and reductions in the required setback from adjacent residential land use affecting 10 occupant identification signs, subject to the Special Conditions and Area/Setback requirements detailed in Document 2, be APPROVED.

October 29, 1999 (2:17p)

Edward Robinson
Commissioner of Urban Planning and Public
Works

DRB:drb

Contact: Don Brousseau - 244-5300 ext. 1-3118

November 1, 1999 (10:54a)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A.

October 29, 1999 (11:44a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The site description, context and specific details are available for review as Supplementary information, Documents 1 and 2.

The applicant is requesting relief from the by-law sign face Area Limitations and setback Location Restrictions, to legalize 10 of 14 as-built illuminated signs that include, two ground signs, three wall mounted facial signs, three signs on the cupola and two gas island canopy facial signs. All of the signs were installed without prior municipal approvals.

The property is zoned for commercial development, CS[535] F(1.0), and has recently been developed as a retail commercial service centre that includes an Esso gas bar, a Quickie convenience store, a Burger King and a Co-op banking outlet. Area land uses are primarily low density residential located to the north-east and west of the subject property with an institutional use, the Sri Sathya Sai Spiritual Centre, located on the south side of Hunt Club Road.

The existing signs, as detailed under “Area and Setback Requirements” in Document 2 and illustrated in Document 5, would be permitted as they currently exist if the property were located within a commercial district. However, since this property interfaces with adjacent residential housing, the by-law limits the scale and illumination of any commercial sign located within 30.4 metres of a residential zone. As such, of the 14 signs installed, 10 are affected by the by-law restrictions.

The intent of the by-law is to limit the negative effects of commercial signage, in particular illuminated signs, that have the potential to impose undesirable light spill-over into the adjacent residential neighborhood. This is of definite concern to residences directly abutting commercial development.

In support of the existing signage, the applicant states that regrettably they were operating under the false impression that sign approval was an integral part of the site plan approval process. They are, therefore, filing this request for a sign variance.

In response to the standard early notification, several submissions were received. The focus of concerns primarily relate to the overall impact from the glare associated with site illumination as a whole: the intensity of illumination from the lamps under the gas island canopy, the main pylon sign, the signs mounted on the face of the canopy, the lighting inside the building, the stacked cars in the drive through and the inappropriateness of illuminated signs within close proximity to residential development (Comments are summarized in Document 2).

In this case, the effects of the illumination would appear to be from three sources: the lighting for the parking area, the lighting for the interior of the building, and signage. The principal source of illumination appears to be from the lamps installed under the gas canopy intended to illuminate the gas pump service area. In an attempt to determine more precisely the source of the most intense illumination, an analysis of the night light was commissioned by the property owner (prepared by Quadrant Engineering Limited). The results of the evaluation confirmed that light spill-over was primarily from the lamps under the canopy and, as expected, there was a significant drop in intensity following the installation of temporary shields around the lamps under the canopy. The shields had the effect of focusing the light to the intended task, illuminating the service area only.

While the intensity of illumination was dramatically reduced with the installation of the light shields, it is felt that the illumination from the signage is still a contributing factor to the problem faced by the adjacent residents and does have a negative impact with regard to their right to quality of life, in particular between 1 p.m.- 7 a.m. As such, remedial measures are appropriate.

The issue was discussed at length at two Community Association meetings attended by Councillor Deans, City staff and the applicant. Notwithstanding the signage issues, the residents wanted to focus on reducing overall site illumination. Following an open discussion on a number of options, it was concluded that the recommended combination of solutions, as detailed under “Special Conditions” in Document 2, would be considered a positive move toward addressing not only the signage but the property as a whole.

Consultation

A description of the application was circulation as part of the standard early notification. The issue was discussed at two South Keys/Greenboro Community Association meetings. The comments provided are summarized in Document 2.

Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, Quickie Convenience Stores, 2520 St. Laurent Blvd., Ottawa, Ontario, K1H 1B1, Attention: Mr Chris Wilcox, of City Council’s decision.

List of Supporting Documentation

Document 1	Fact Sheet
Document 2	Details of Requested Variance and Consultation Details
Document 3	Location Plan
Document 4	Site Plan
Document 5	Elevation Drawings
Document 6	Photographs

Part II - Supporting Documentation

FACT SHEET

Document 1

Signs By-law - Minor Variance
 Address - 1661 Hunt Club Road
 JPD4840/HUNC1661

Current Zoning:	CS [535] F(1.0) - Pending C1-C(1.0) [124] Multi 357- [Z-2K]
Sign Level Use:	Level 3
Defined Special Signage Area:	N/A
Existing Development/Use:	Commercial Service Centre
Site Plan Control (Cross Reference):	OSP1998-021
Existing Signs Under Permit: (For the Subject Occupancy)	1 ground sign 15'-3"x8'-0"x19'-6"
Requested:	Permitted or Maximum allowable:
Type: 14 on-premises ground and wall signs	Permitted
Classification: Identification sign	Permitted
Area of Faces: 9 of 14 signs exceed the area limitations (Refer to breakdown under Reasons Behind Recommendations)	Not Permitted
Location: On the north side of Hunt Club Road east of Lorry Greenberg Drive setback less than the minimum setback requirement from adjacent residential	Not Permitted - Minimum required setback is 30.4 metres
Illumination: Yes	Not Permitted - 30.4 metre setback from adjacent residential land use required

SUMMARY:

The 14 signs were installed in advance of the required approvals. The existing signs would be permitted in a commercial district. Since the property is adjacent to residential development, the scale and illumination affecting 10 of the 14 signs are not in conformity with the by-law. A breakdown of the specific signs and respective required variances is outline in this report under Reasons Behind Recommendations and in Document 2.

Relief from Articles 1.2.3.4.(d) and 1.2.5.3.(a) of Schedule A of By-law 311-90, as amended, to permit an increase in the maximum permitted sign face area limitations and a reduction in the minimum required setback from an adjacent residential use in a residential zone to legalize 10 as-built signs, subject to the following special conditions and as detailed in the subsequent breakdown of specific required area and setback modifications:

SPECIAL CONDITIONS

- That the ground mounted menu board be re-oriented such that the sign face is directed toward the south-east, thereby away from the residential land use to the north. Further, that the sign face utilize reversed illumination so that the illumination is visible primarily through the text of the sign only.
- That the wall mounted sign over the service window on the north elevation is not illuminated
- That the wall mounted sign reading “Burger King” located on the west elevation be either converted to reversed illumination with the background primarily opaque or not illuminated
- That the wall mounted sign adjacent to the entrance, reading “CO-OP” be converted to reverse illumination
- That the sign on the north face of the cupola is not illuminated
- That the sign band on the north-west face of the gas island canopy is not illuminated between the hours of 11p.m. and 7a.m.
- That permanent shields be installed around all of the lights mounted under the gas island canopy, and
- That a 1.8 metre (height) x 3.0 metre (width) private fence aligned parallel with Lorry Greenberg Drive be installed on the landscaped island located on the east side of the parking spaces directly in front of the drive through service window, to the satisfaction of the Director of Planning.
- That salt tolerant coniferous trees having a minimum height of 1.8 metres be installed both on the landscaped space located just to the north of the parking spaces on the east side of Lorry Greenberg Drive and adjacent to the wooden privacy fence on the west side of Lorry Greenberg Drive to the satisfaction of the Director of Planning.

- At the request of the individual occupants directly affected, the installation of blinds in the second floor windows of those residential units backing directly toward the subject site.

AREA AND SETBACK REQUIREMENTS

Signs	From By-law Maximum Area	To Existing Area	From Req'd Setback	To Actual Setback
1 Wall sign(pick up window - west elev.)			30.00 m.	6.50 m.
1 Ground sign(menu board - north elev.)	1.40 sq. m.	2.38 sq. m.	30.00 m.	9.00 m.
1 ground directional sign			30.00 m.	5.00 m.
3 Cupola signs .90 sq. m./sign		2.30 sq. m/sign	30.00 m.	20.00 m.
1 Wall sign(Burger King - south elev.)	1.33 sq. m.	2.30 sq. m.	30.00 m.	7.50 m.
1 Wall Sign Band - (Over entrance) m.	2.55 sq. m.	13.90 sq. m.	30.00 m.	15.50
2 Canopy Signs - (On gas island canopy)	4.07 sq. m. 4.07 sq. m.	20.96 sq. m. 17.10 sq. m.	30.00 m. 30.00 m.	25.50 m. 25.50 m.

Consultation Details

- The following is a summary of the comments received in response to the early notification circulation (prior to the Community Association meetings).
- The horizontal canopy signs on the north-west and south-west sides, the lamps under the canopy and the main pylon sign cause excessive illumination on the 8 homes facing Lorry Greenberg.
- The upstairs windows are very bright even with blinds.

- Sitting on the deck at night is difficult due to the head lights shining in your eyes.
- Compare the glare, brightness and direction of lighting at 1661 Hunt Club Road with that of Conroy Plaza (Lorry Greenberg and Conroy). Why are those residents spared and we are not?
- Light and sound coming from the gas station are unbearable. Blinders should be placed or covers should be placed on the lights of the station.
- The signs are a long way out of compliance. The signs should be made compliant regardless of the cost.
- Having to close our blinds on the second floor prevents fresh air from entering the room. We had to install a window air conditioner. No minor variance should be allowed.

South Keys/Greenboro Community Association

- The commercial business was constructed on undeveloped land next to undeveloped land where residential development is now under construction. The light emanating from the site is excessive and there are quality of life issues for the future residents.
- Light spill-over will affect marketability and property value.
- Even though the band signs on the front of the building are at a 45% angle the conclusion by the applicant that their impact on the adjacent residential properties will be negligibly affected is not believable.
- We disagree that it is essential to the success of the gas business that the canopy sign be back-lit otherwise the facility will appear closed to passing traffic. There is little likelihood of its appearing closed if all the non-compliant signs were removed.
- The applicant states that the band signs on the front of the building are essential to identifying the three businesses. We disagree. The ground sign adjacent to Hunt Club Road is probably more effective and more easily seen by drivers on Hunt Club Road.
- In our opinion, this business would fit in much better with the neighborhood if it were toned down substantially in terms of its lighting. The lighting appears to have been designed for a major freeway intersection.
- The businesses have now opened and the community is affected by spill-over light from nine illuminated signs that are not in compliance with various aspects of the signs by-law. The residents of the community want relief from the light pollution.

One way to begin to achieve that relief is to require compliance.

- The menu board is a non-compliant illuminated sign. One of the signs is about six times larger than allowed and another is about five times larger.
- The Quickie - Gas bar could switch to amber lighting. There should also be large trees planted along side the residential units directly affected. The lighting should be placed on a timer similar to the baseball diamond which is bad enough sometimes illuminated past 11 p.m.

Following the installation of temporary Light Shields around the gas island canopy lights

- As a resident of Scarlet Court, our master bedroom windows face the facility. It was truly a relief to see the temporary shields installed as this made quite a difference to the area. We strongly suggest that permanent shields be installed.
- The temporary shields placed around the canopy lights have indeed reduced the outward directional lighting and this is a big improvement. The canopy itself is still a problem, however, if part of it is turned off with timers at a reasonable hour, at or around 11p.m., it would be great.
- Also there was mention of the planting of mature spruce trees along the fence bordering the back yards of the Scarlet court residents. Another very positive suggestion.
- The shields do stop the glare, but it is still very bright. My earlier comments concerning the brightness from the lights (horizontal canopy facing Lorry Greenberg and facing Greenberg and Hunt Club Road) still stand.

Ward Councillor Diane Deans

Two public meetings were held in the community to address the issues of the signs and illumination spill over from the site.

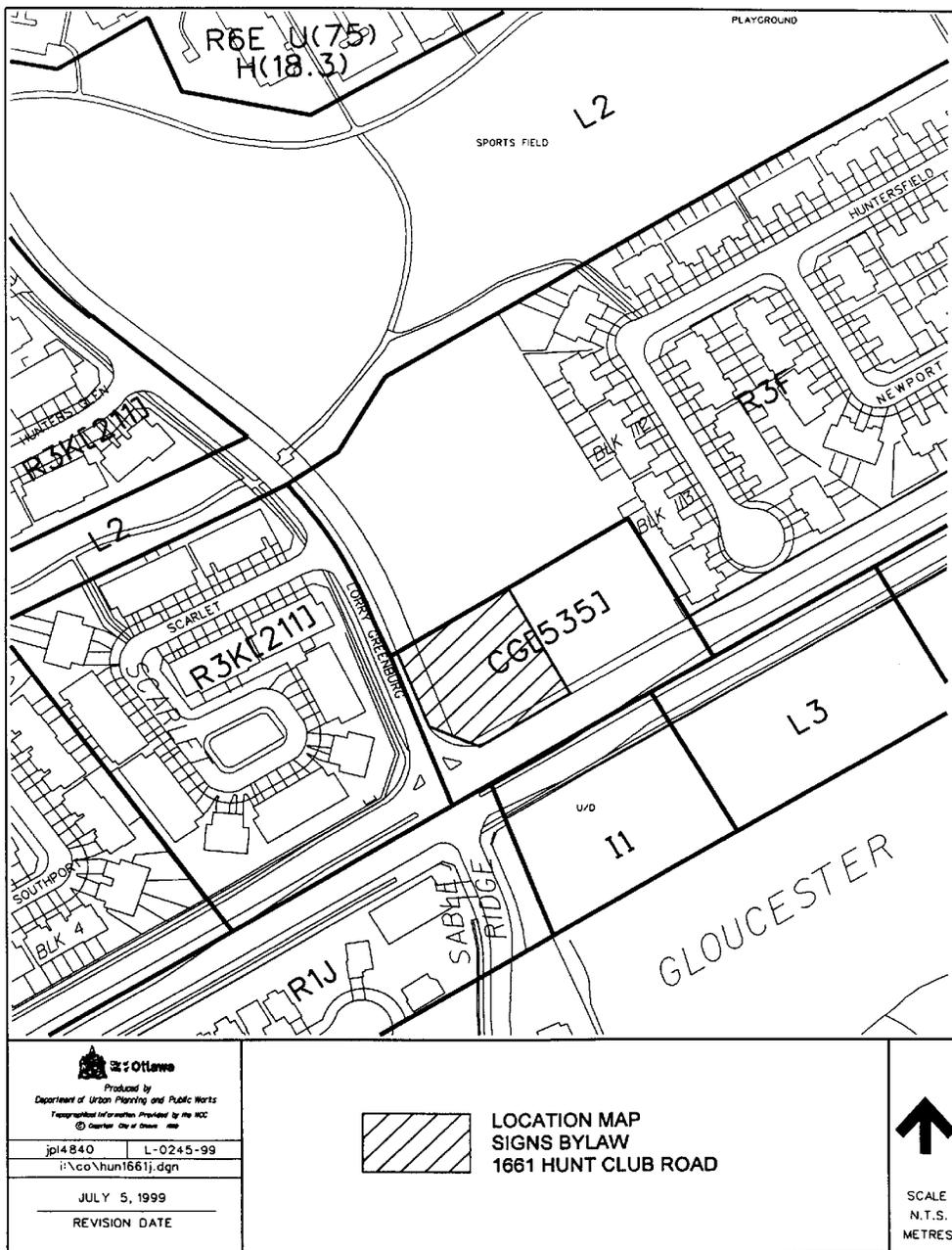
I feel satisfied that a mutually acceptable agreement was reached by residents, South Keys/Greenboro Community Association members, the proponent, the City of Ottawa and myself to address methods to mitigate the effect of the spill over lighting from the signs.

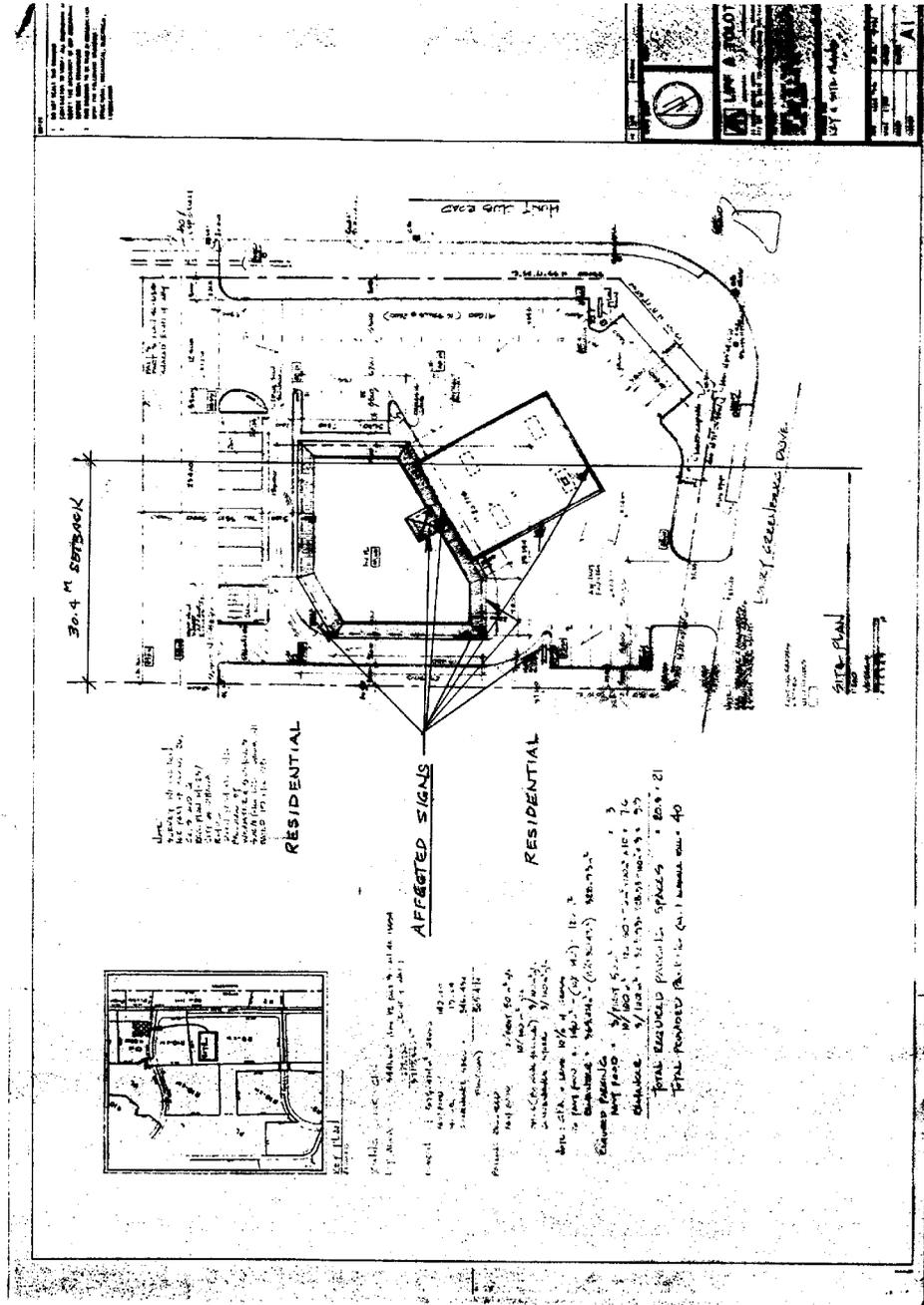
A number of changes have been agreed upon, including the reverse illumination on specific signs; the installation of a timer on the sign located on the north-west face of the canopy; planting of salt tolerant coniferous trees in the city boulevard on both the east and west side of Lorry Greenberg Drive; as well as other solutions that have been listed in the report.

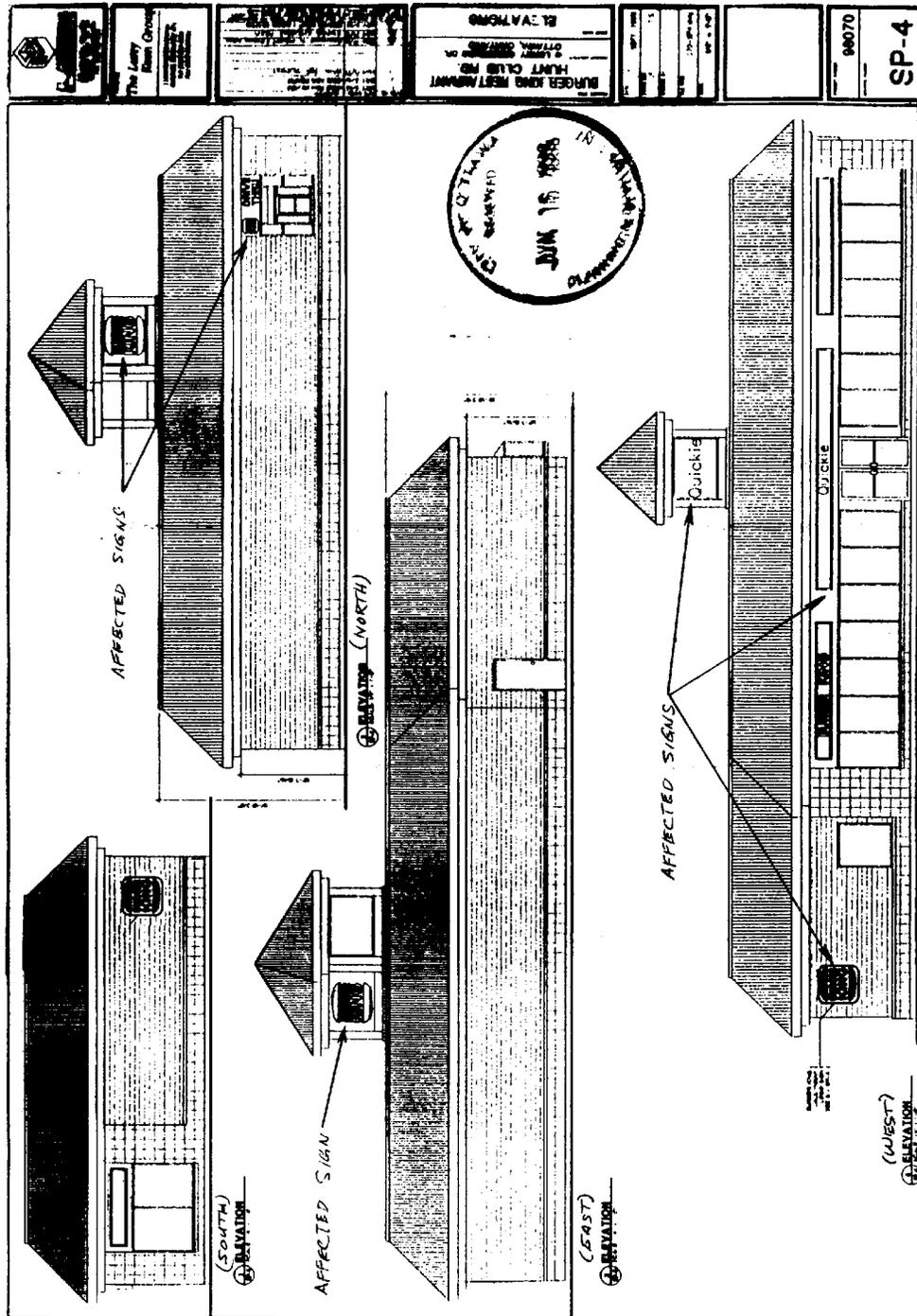
Region of Ottawa-Carleton - Environment and Transportation Department

The Transportation Department has no objections to the subject Signs By-law Minor Variance subject to the following:

- the signs must be located on private property but not less than 20 metres from the existing centre-line of Hunt Club Road (Regional Road No. 32).
- the signs should be a minimum distance of 10 metres from any traffic signal head.







PHOTOGRAPHS



October 27, 1999

ACS1999-CS-OCS-0013
(File: ACS1300)

Department of Corporate Services

Ward/Quartier
City Wide

- Planning and Economic Development Committee / Comité de l'urbanisme et de l'expansion économique
- City Council / Conseil municipal

Action

8. Framework for the reporting of planning issues that are subject to adjudication

Cadre de référence des questions d'urbanisme faisant l'objet d'un règlement

Recommendations

1. That the procedure by-law be amended to have the Office of the City Solicitor report to the Planning and Economic Development Committee (rather than the Policy, Priorities & Budgeting Committee) on matters before an administrative tribunal or the courts which are strictly of a planning nature.
2. That staff inform the Planning and Economic Development Committee of any proceeding before an administrative tribunal or the courts where the issue is significant, including situations:
 - a. where a decision would have a major city-wide impact
 - b. where a decision would be precedent setting, or
 - c. where the notice or approval process under the Planning Act is being indirectly altered.



October 27, 1999 (10:32a)

J. Jerald Bellomo
City Solicitor



October 29, 1999 (2:29p)

Approved by
John S. Burke
Chief Administrative Officer

JB:jb

Contact: Jerald Bellomo - 244-5300 ext. 1-3309

Financial Comment

This report is administrative in nature and there are no financial implications.



October 27, 1999 (3:20p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons behind Recommendations

On September 7th, 1999 the Planning and Economic Development Committee approved of the following motion:

That Staff be directed to prepare a report to the Planning and Economic Development Committee outlining the present procedure dealing with planning issues that are subject to judicial and/or administrative tribunal proceedings, with a recommendation as to when these issues should be brought to the attention of the individual Ward Councillor and/or the Planning and Economic Development Committee in order to remedy the concern brought forward before the Committee today.

The issue that precipitated this motion was the concern raised by a councillor that he had not been advised of a judicial proceeding involving a property located in his ward.

Reporting Procedures of the Office of the City Solicitor

The City Solicitor reports directly to Council through the Policy, Priorities and Budgeting Committee on legal issues effecting the Corporation. [Procedure By-law, Section 59(1)(b) and Report to Council on Legal Services Review, June 5th, 1996]. Reports are normally given in camera and are prepared either to obtain direction or simply for information. Most of these reports relate to litigious issues that are of city wide interest or involve significant claims for damages. As well, the Office of the City Solicitor prepares an annual report to Council in January in which all the major litigation files, both pending and completed, are summarized for the information of Council. Some of these files are planning related (e.g. Evinchick v. City of Ottawa - a claim arising out of an allegation of misrepresentation of zoning by city staff).

Forums for Adjudication of Planning Issues

Planning issues are subject to adjudication in various forums:

- the Committee of Adjustment: minor variances; consents
- the Ontario Municipal Board: Official Plan appeals; zoning appeals; Committee of Adjustment appeals
- the Conservation Review Board: heritage designations
- Ontario Court of Justice (“Provincial Court”): prosecution of zoning and other planning related violations
- Superior Court of Justice (formerly the Supreme Court of Ontario): claims for damages relating to planning decisions; applications for interpretation of by-laws; applications for declaration of non-conforming status; applications for issuance of building permits

In 1998 the number of such proceedings involving the Corporation and relating to Planning issues were as follows:

Committee of Adjustment:	529
O.M.B./C.R.B:	15
Provincial Court:	78
Superior Court:	8

Current Reporting Procedures

Currently, the Committee of Adjustment circulates all applications and decisions flowing therefrom to the ward councillor of the ward to which the application relates. Notice of any appeal filed, or the resulting OMB hearing date or OMB decision is only given if a specific request is made by a Councillor.

On zoning by-law appeals, there is a specific process to obtain direction. If an amendment is being recommended, an appeals report is prepared for the Planning and Economic and Development Committee and Council. If no amendment is being recommended a report recommending that the by-law be “confirmed” is routed directly to Council.

There is no written procedure in place regarding *notice* to individual councillors and Committee regarding the other adjudicated matters referred to above. However the practice has been to inform the ward councillor or the Committee of a proceeding if the councillor or the Committee has specifically requested to be kept informed regarding the status of the matter or if the issue is considered to be “significant”. It is difficult to put a definition on the term “significant” since the circumstances in each particular case determine the significance

of an issue. However certainly matters that have serious city wide impacts would be considered “significant” as would any matter that has the potential to be precedent setting. Further, to address the concern that precipitated the motion of the Planning and Economic Development Committee it is proposed that the definition would include any proposed judicial process that would have the effect of altering the notice or approval process under the Planning Act.

If specific *direction* is required in the conduct of any proceeding the matter is referred to Committee or Committee and Council - to the Planning and Economic Development Committee for Committee of Adjustment and OMB matters and to the Policy, Priorities & Budgeting Committee for other litigious matters.

To formalize the existing practice it is proposed that the Procedure By-law be amended to provide that the Office of the City Solicitor report to the Planning and Economic Development Committee (rather than to the Policy Priorities & Budgeting Committee) on matters before administrative tribunals or the Courts which are strictly of a Planning nature.

Disposition

Office of the City Solicitor to submit by-law amendment to Council

October 20, 1999

ACS1999-PW-PLN-0138
(File: OHD4300 FIFTH 185)

Department of Urban Planning and Public
Works

Ward/Quartier
OT9 - Capital

- Local Architectural Conservation
Advisory Committee / Comité consultatif
local sur la conservation de l'architecture
- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

**9. Designation of Mutchmor Public School, 185 Fifth Avenue, under Part
IV of the Ontario Heritage Act**

**Désignation de l'école publique Mutchmor, située au 185, avenue Fifth,
en vertu de la Partie IV de la Loi sur le patrimoine de l'Ontario**

Recommendation

That Mutchmor Public School, 185 Fifth Avenue, be designated under Part IV of the Ontario
Heritage Act according to the Statement of Reason for Designation contained in this
submission.



October 20, 1999 (2:41p)

Edward Robinson
Commissioner of Urban Planning and Public
Works



October 20, 1999 (3:06p)

Approved by
John S. Burke
Chief Administrative Officer

SC:sc

Contact: Sally Coutts - 244-5300 ext. 1-3474

Owner: Ottawa-Carleton District School Board

***Local Architectural Conservation Advisory Committee Recommendation - November 2,
1999***

- ▶ *The Committee concurs and so recommends.*

Financial Comment

Subject to City Council approval, funds in the amount of \$1,200.00 for statutory advertising will be made available by the Department of Corporate Services - Public Information Statutory Advertising subactivity account 2231731.


October 20, 1999 (12:41p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

A request for the designation of Mutchmor Public School under the Ontario Heritage Act was received in April 1999. The Department of Urban Planning and Public Works supports this request for designation because it is consistent with its assessment of the school as a building of heritage merit. In 1992, the Department undertook preliminary historical research and analysis of all pre-1945 schools owned by the then-Ottawa Board of Education. The schools were ranked in order of importance, in accordance with the City-Council approved "Handbook for Evaluating Heritage Buildings and Areas." Mutchmor Public School placed third in the ranking, after First Avenue Public School, which has been designated under the Ontario Heritage Act, and York Street Public School.

As owner of the property, The Ottawa-Carleton District School Board has been informed of this request for designation.

Statement of Reason for Designation

Mutchmor Public School is recommended for designation under Part IV of the Ontario Heritage Act for historical and architectural reasons.

Mutchmor Public School, completed in 1895, was one of seven elementary schools constructed in Ottawa in the 1890s. Of these schools, only two others, First Avenue Public School (1898) and Osgoode Street School (1897, now Ecole Franco-Jeunesse) remain standing. The Ottawa Public School Board built these schools when Ottawa's population was growing very rapidly and they remain as important visual reminders of an era of growth in the city when schools were a source of considerable civic pride.

Mutchmor Public School was designed by local architect E.L. Horwood, who also designed the city's other remaining 19th century public schools. In 1911, the Board of Education architect, W.B. Garvock designed an eight-room addition and in 1920, his successor W.C. Beattie added eight rooms.

Mutchmor Public School is a two-storey, red brick structure with a rock-faced stone foundation, stringcourses, window sills and lintels. A sloped parapet with bracketed eaves conceals a flat roof. The principal (south) facade, the original section of the school, is distinguished by a two-storey frontispiece with a centrally-placed, round-arched entrance and a recessed door. Elaborate terra cotta impostes from which brick voussoirs spring, a Palladian window, a date stone and a pair of handsome wrought iron gates further enhance the frontispiece. Brick is used with considerable accomplishment in this portion of the building to create decorative features such as channels, a dog-toothed course, rectangular boxes and elaborate corbelling below the cornice. Garvock and Beattie carefully designed the two additions to the north of the original portion of the school to match it, but each has more subdued classical details such as pedimented doorways and smooth-cut stone details. Large windows, designed to allow maximum light and air into the classrooms for the health of the students, further distinguish the building.

The original section of Mutchmor Public School is an example of the Romanesque Revival style that was popular in the 1880s and 1890s. Buildings of this style feature rusticated stone foundations and trim, few decorative motifs and the extensive use of the round arch, especially for elaborate entrances. The new portions of the building are more utilitarian, but show the influence of Edwardian Classicism in their classically-inspired doorways, red brick and stone trim.

As few original details remain, the interior of the school and the 1980s gymnasium addition are not included in this designation.

Consultation

Udo Friesen, Physical Plant, Ottawa Carleton District School Board has been informed of the proposed designation of Mutchmor Public School under Part IV of the Ontario Heritage Act and the Board has no objections to the designation.

The request for designation was signed by the school council, the Glebe Community Association and the school principal. The new principal, Barbara Campbell, has been informed of the City's intention to designate and supports it.

An "Intention to Designate" is published in Ottawa's daily newspapers as a requirement of the Ontario Heritage Act. Members of the public wishing to object to the proposed designation may do so within thirty days of the publication of the intent.

Disposition

1. Department of Corporate Services, Statutory Services Branch to advertise and notify the owners (the Ottawa-Carleton District School Board, 133 Greenbank Road, Nepean, Ontario, K1H 6L3) and the Ontario Heritage Foundation, (10 Adelaide Street East, 3rd Floor, Toronto, Ontario, M5C 1J3) of City Council's decision to designate Mutchmor Public School at 185 Fifth Avenue.
2. Office of the City Solicitor to prepare the designation by-law and submit it to City Council for enactment.

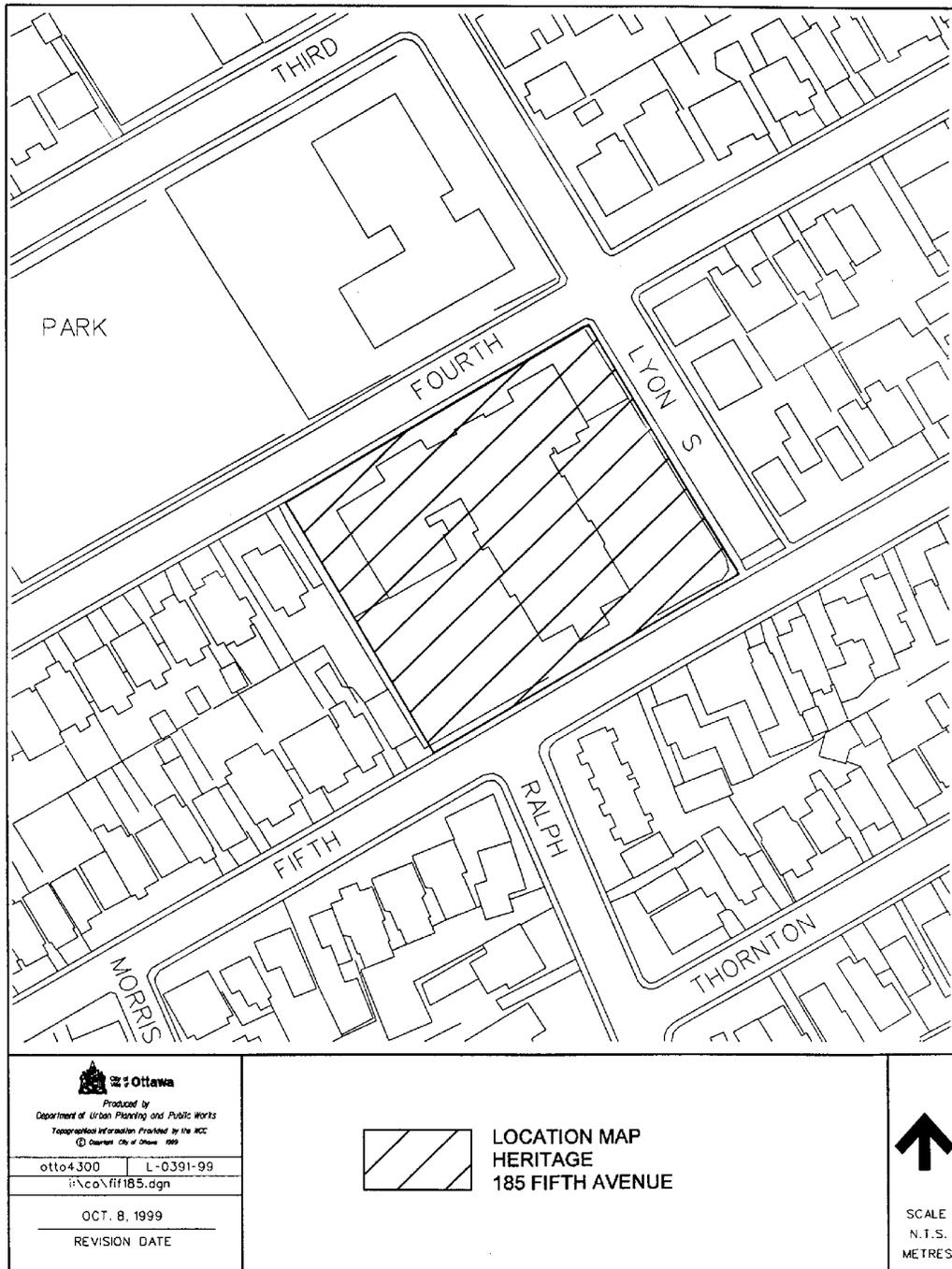
List of Supporting Documentation

- | | |
|------------|-------------------------------------|
| Document 1 | Location Map |
| Document 2 | Heritage Survey and Evaluation Form |

Part II - Supporting Documentation

Location Map

Document 1





HERITAGE SURVEY AND EVALUATION FORM

MUNICIPAL ADDRESS: 185 Fifth Avenue	BUILDING NAME: Mutchmer Public School		
LEGAL DESCRIPTION: Lots 52-56 Fifth and 52-56 Fourth	LOT:	BLOCK:	PLAN: 04756
DATE OF CONSTRUCTION: 1895	ADDITIONS: 1911, 1920, 1986		
ORIGINAL USE: Public School	PRESENT USE: Public School		
ORIGINAL OWNER: Ottawa Public School Board	PRESENT OWNER: Ottawa-Carleton District School Board		



VIEW: Front (south) facade
 SOURCE: R. Lalonde, Corporate Services
 DATE: 1991
 NEGATIVE NO. 911-28, CP 1-12

PHASE ONE EVALUATION

POTENTIAL SIGNIFICANCE	CONSIDERABLE	SOME	LIMITED	NONE	
History					
Architecture					
Environment (landmark or design compatibility)					
Phase One Score: 0	Potential Heritage Building Yes/No		Potential Heritage District Yes/No		
Phase Two Classification	Group:	1	2	3	4

HISTORY*Prepared By: Sally Coutts Date:
September 1999***DATE OF CONSTRUCTION (Factual)**

1895, additions in 1911, 1920, 1980

TRENDS

The Ottawa Public School Board undertook a large building program in the 1890s, building seven schools throughout the city during that decade. Three of these 1890s schools still stand, Mutchmor, (1895) and Osgoode, (now Ecole Franco-Jeunesse, 1897), and First Avenue, (1898). In the old core of the city, these schools usually replaced earlier, rudimentary structures while in the rapidly-growing suburbs, they were constructed on land recently purchased by the Board. Of these, First Avenue (1898) and Cambridge Street, (1898, demolished), had eight rooms, Elgin Street Public School, (1890, demolished) had six rooms and Slater, (1892, demolished), Glashan (1892, demolished), Mutchmor, and Osgoode Street, had four rooms.

Mutchmor Public School was named for Mutchmor Street, the original name for Fifth Avenue, but when the street was renamed, the school's name did not change. The school was built at the beginning of a period of intense residential development in the Glebe. In 1911 the rapid growth of the neighbourhood and the burgeoning population of the school prompted the construction of eight more rooms. In 1920 it was further expanded through the addition of eight more rooms, to make 20 rooms in total. The school's population remained very large for many years - in the early 1930s there were almost 900 students enrolled at Mutchmor.

EVENTS

As the public school for the area of the Glebe lying to the west of Bank Street, Mutchmor has been the site of many important community events.

PERSONS/INSTITUTIONS

Mutchmor Public School represents the Ottawa Public School Board at the end of the 19th century, when it was a major political influence in the City and fine schools were a considerable source of civic pride, reflecting the City's progress and its hope for the future.

SUMMARY/COMMENTS ON HISTORICAL SIGNIFICANCE

As one of three remaining 1890s public schools built by the Ottawa Public School Board which is still in use, Mutchmor Public School represents the growth of the public school system in a time of rapid development in Ottawa and the Glebe, and the importance of schools to the life of the community.

HISTORICAL SOURCES

Date stone; Minutes, Ottawa Board of Education, 1890s; A Brief History of Ottawa Public Schools (1971); Ottawa Citizen Feb. 3, 1945.

ARCHITECTURE*Prepared By: Sally Coutts Date: September
1999***ARCHITECTURAL DESIGN (Plan, Storeys, Roof, Windows, Material, Details, etc.)**

Mutchmor Public School is a two-storey, red brick structure with a rock-faced stone foundation, stringcourses, window sills and lintels. A sloped parapet with bracketed eaves conceals a flat roof. A two-storey frontispiece with a centrally-placed, round-arched entrance and a recessed door distinguishes the front facade, the original section of the school. Elaborate terra cotta impostes from which brick voussoirs spring, a Palladian window, a date stone and a pair of handsome wrought iron gates further enhance the frontispiece. Brick is used with considerable accomplishment in the building to create decorative features such as channels, a dog-toothed course, rectangular boxes and elaborate corbelling below the cornice. The two additions to the north of the original portion of the school match it, but each has more subdued classical details such as pedimented doorways and smooth-cut stone details. Large windows, designed to allow maximum light and air into the classrooms for the health of the students, further distinguish the building.

ARCHITECTURAL STYLE

When completed, the 1895 section of Mutchmor Public School was a good example of the Romanesque Revival style. Like other historical styles such as the Gothic Revival, popular in North America in the late 19th century, buildings of this style took their details from an earlier historical period, here the Romanesque era. Features associated with the style include recessed entrances with round arches and voussoirs, heavy stone stringcourses, elaborate corbelling and decorative brickwork. The 1911

and 1920 additions are simple examples of Edwardian Classicism, modified to match the original building. Buildings of this style feature balanced facades, stone trim (both smooth and stone-faced) and entrances derived from classical tradition.

DESIGNER/BUILDER/ARCHITECT

1895: E.L. Horwood. Horwood also designed the two other 19th century public schools still in use in Ottawa, and the 1905 Public Library on Laurier Ave. (demolished). Horwood was born in England in 1868 and emigrated to Canada in 1882. He studied architecture in New York and Buffalo, moving to Ottawa in 1893 to establish a practice. His other noteworthy buildings include the Sun Life Building, Sparks and Queen (demolished) and the Trafalger Building, (demolished). He died in 1957.
 1911: W.B. Garvock, Superintendent of School Buildings. Garvock supervised extensive additions and four new building projects during his tenure with the school board from 1905-1918. This addition had a projected cost of \$65,000.
 1920: W.C. Beattie, superintendent of school buildings. Beattie also designed York Street Public School, and St. Patrick's (Col. By Drive, now Immaculata) for the separate school board.
 1980: Croft and Grainger.

ARCHITECTURAL INTEGRITY

The overall integrity of this school is very good. Because successive additions extended the school north, the original design intention of the building remained clear. The two oldest portions of the school have some original windows, and the original doors remain, although many original windows have been replaced and their openings blocked down to adapt to smaller windows.

The cornice and the decorative stone work of the 1895 school are intact, as are the original iron gates at the front entrance.

OTHER

The original utilitarian character of the school's interior persists. Few original details remain although the main entrance has commemorative marble plaques installed at its opening and a few classrooms retain their original tin ceilings

SUMMARY/COMMENTS ON ARCHITECTURAL SIGNIFICANCE

Mutchmor Public School is a handsome example of the Romanesque Revival-style school built in Ottawa in the 1890s. Its accomplished brickwork and stone trim show the care taken with the design of school buildings at the time. It is possibly the first Ottawa commission of E.L. Horwood, a prominent Ottawa architect and the additions are representative examples of the work of W.B. Garvock and W.C. Beattie, both of whom served as the Superintendent of School Buildings for the Ottawa Public School Board and who designed most of the city's pre-1939 schools. It retains a high degree of integrity and exhibits three distinct phases of school architecture in Ottawa.



North (rear) facade, constructed 1920 (City of Ottawa Heritage Section)

185 Fifth Avenue

Page 3

ENVIRONMENT*Prepared By: Sally Coutts Date: September
1999***HERITAGE CONSERVATION DISTRICT NAME (if any)**

VIEW: Looking east towards Mutchmor
 SOURCE: R. Lalonde, Corporate Services
 DATE: 1991
 NEGATIVE NO:91B-28 CP, 1.14

COMPATIBILITY WITH HERITAGE ENVIRONS

Mutchmor Public School is compatible with the heritage residential character of its immediate neighbourhood. The 1895 facade faces a residential street and the 1920 facade faces another school, Corpus Christi (1926)

COMMUNITY CONTEXT/LANDMARK STATUS

As a public school that has served the community since 1895, Mutchmor is a Glebe landmark. In addition, it is the most southerly building in a prominent line of institutional structures along Lyon Street that includes Glebe St. James Church, the former Ottawa Ladies College, now a condominium building, the Glebe Community Centre and Corpus Christi School.

SUMMARY/COMMENTS ON ENVIRONMENTAL SIGNIFICANCE

Mutchmor Public School contributes to the heritage environment of the surrounding residential neighbourhood.

PHASE TWO EVALUATION

DATE OF CONSTRUCTION	EXCELLENT	GOOD	FAIR	POOR
	Pre-	to	to	After

HISTORY	E	G	F	P	SCORE
1. Date of construction					/
2. Trends					/
3. Events					/
4. Persons					/
History Total					/100

ARCHITECTURE	E	G	F	P	SCORE
1. Design					/
2. Style					/
3. Designer/Builder					/
4. Architectural Integrity					/
Architectural Total					/100

ENVIRONMENT	E	G	F	P	SCORE
1. Design Compatibility					/
2. Landmark					/
3. Community Context					/
Environmental Total					/100

Category	Phase Two Score, Potential Heritage District	Phase Two Score, Potential Heritage Building
History	x 20% =	x 40% =
Architecture	x 35% =	x 40% =
Environment	x 45% =	x 20% =
Phase Two Total Score	/100	/100

PHASE TWO EVALUATION SUMMARY				
Phase Two Score	Above	to	to	Below
Group				

October 20, 1999

ACS1999-PW-PLN-0147
(File: OHA3100/130V.11)

Department of Urban Planning and Public
Works

Ward/Quartier
City Wide

- Local Architectural Conservation
Advisory Committee / Comité consultatif
local sur la conservation de l'architecture
- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

10. Awards - Ottawa Architectural Conservation Awards 1999

Prix - Prix de conservation architecturale d'Ottawa 1999

Recommendations

1. That the following submissions be APPROVED as recipients of Awards of Excellence and Certificates of Merit in the 1999 Ottawa Architectural Conservation Awards (OACA) competition.

Restoration

- Award of Excellence: Cummings Bridge
- Certificate of Merit : Le Breton Flats Aqueduct-Landscape Restoration
- Certificate of Merit : 171-173 Bolton Street-Embassy of the Republic of Korea Cultural Centre

Adaptive Use

- Certificate of Merit : 353 Friel Street-Sandy Hill Retirement Residence
- Certificate of Merit : 186 Bank Street-Bank of Nova Scotia

Infill

- Award of Excellence : 155 James Street- Verandah addition
 - Certificate of Merit : 315 McLeod Street-McGarry Family Reception Centre
 - Certificate of Merit : 17 Hopewell Street-Hopewell Public School
2. That approval be given for the acquisition and installation of two bronze plaques and the preparation of framed certificates to be awarded to the successful candidates.



October 20, 1999 (3:02p)

Edward Robinson
Commissioner of Urban Planning and Public
Works



October 20, 1999 (4:33p)

Approved by
John S. Burke
Chief Administrative Officer

SL:sl

Contact: Stuart Lazear - 244-5300 ext. 1-3855

Local Architectural Conservation Advisory Committee Recommendation - November 2, 1999

- ▶ *The Committee concurs and so recommends.*

Recommendation 1 Restoration - Certificate of Merit: 171-173 Bolton Street -Embassy of the Republic of Korea Cultural Centre carried on the following division.

*Yeas: (6) L. Corbin, J. Arnold, A. Horrall, T. Laverty, T. Montpetit and P. Stumes
Nays: (5) R. Rodgers, R. Bellamy, C. Borgal,, R. Pajot and D. Showman*

Financial Comment

Funds in the estimated amount of \$7,000 are available in the Heritage Plaque Program account 0840046-2912 for this purpose.

As completion of the plaque installation is not anticipated until 2000, a contribution to the Reserve for Committed Expenditure for the unpaid balance will be required this year.



October 20, 1999 (2:33p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendations

Recommendation 1

Policy 11.2.2 b) of the City of Ottawa Official Plan, as approved by City Council on May 27 and 28, 1991, states as follows:

“v) City Council shall recognize the City’s heritage resources by: presenting plaques and certificates to buildings and persons representing the outstanding restoration and conservation of the City’s heritage resources by means of an annual architectural conservation awards programme.”

In accordance with this policy, submissions for the 1999 awards were solicited through newspaper advertisements and a facsimile mailing to members of the Ottawa Regional Society of Architects.

There were nine submissions for the 1999 Ottawa Architectural Awards. All submissions were reviewed by a sub-committee of the Local Architectural Conservation Advisory Committee (LACAC) prior to consideration by LACAC, Planning and Economic Development Committee and City Council. The three project categories are described below:

Restoration-Returning a heritage resource to its original form, material and integrity.

Adaptive Use-Modification of a heritage resource to contemporary functional standards while retaining its heritage character, with possible adaptation for new uses.

Infill-Addition to a heritage building or all new construction within an historic context.

A brief description of the projects recommended for this year’s awards is included as Document 1 of this report.

Recommendation 2

Bronze plaques are presented to recipients of the Award of Excellence. The building owner, as well as three other major contributors to each successful project, will receive a framed certificate, as will recipients of the Certificate of Merit. The bronze plaques and certificates will be presented on Heritage Day, February 21, 2000.

Consultation

The Ottawa Architectural Conservation Awards competition was advertised in local newspapers during the summer of 1999. Local architectural firms were contacted through a facsimile mailing to members of the Ottawa Regional Society of Architects.

Disposition

The Department of Urban Planning and Public Works will notify recipients of the Awards of Excellence and Certificates of Merit in the 1999 Ottawa Architectural Conservation Awards competition and order the bronze plaques and certificates for presentation to the OACA recipients on Heritage Day.

List of Supporting Documentation

Document 1- Description of the submissions to the 1999 Ottawa Architectural Conservation Awards competition recommended for recognition.

Part II - Supporting Documentation

Document 1

DESCRIPTION OF THE SUBMISSIONS TO THE 1999 OTTAWA ARCHITECTURAL CONSERVATION AWARDS COMPETITION RECOMMENDED FOR RECOGNITION

ADDRESS / NAME : **CUMMINGS BRIDGE**

CATEGORY : **RESTORATION - AWARD**

APPLICANT : **BARRY PADOLSKY ARCHITECT**

Cummings Bridge, constructed in 1921, was one of the first multi-arched concrete bridges built in Canada. The bridge is named after Sir Charles Cummings, who built a home on Cummings Island in 1836.

Restoration work repaired damaged and spalled concrete surfaces throughout the bridge. Of particular significance was the reproduction of missing architectural elements including the light standards and balustrade. The detailing of the balusters was modified slightly to comply with the Ontario Highway Bridge Design Code and the number of original light standards was increased to meet modern lighting requirements. The bridge deck was also widened to provide for a bicycle lane without sacrificing original features such as the distinctive lookouts over the bridge piers.

ADDRESS / NAME	:	LEBRETON FLATS AQUEDUCT
CATEGORY	:	RESTORATION (LANDSCAPE) - CERTIFICATE OF MERIT
APPLICANT	:	NATIONAL CAPITAL COMMISSION - BINITHA CHAKRABURTTY - PROJECT MANAGER

The LeBreton Flats Aqueduct was built in 1875 in order to supply pure water to the City of Ottawa from the Ottawa River.

The aqueduct, the original stone bridges which cross it and the historic Fleet Street Pumping Station form a linear network of significant industrial heritage features within LeBreton Flats.

The landscaping of the slopes of the aqueduct west of the Broad Street Bridge has now been carefully restored using sections of cut limestone placed in the original configuration.

New landscape features such as pedestrian paths, retaining walls and lookouts have been designed to complement the restored aqueduct.

ADDRESS / NAME	:	171-173 BOLTON STREET CULTURAL CENTRE - EMBASSY OF THE REPUBLIC OF KOREA
CATEGORY	:	RESTORATION - CERTIFICATE OF MERIT
APPLICANT	:	LARRY GAINES ARCHITECT

The restoration of this pre-Confederation double dwelling involved the following work: the structural stabilization of the building; the removal of stucco siding; the reproduction of original wood siding; the reinstatement of the original roof sheathing and brick chimneys; the restoration and reproduction of original windows, doors, porch columns and other decorative woodwork. The restored building is functionally incorporated into the compound of the embassy where it serves as a public cultural/interpretive centre with displays on Korean art and culture.

Visually, the building maintains its presence as part of the historic Bolton streetscape within the Lowertown West Heritage Conservation District.

ADDRESS / NAME	:	353 FRIEL STREET - SANDY HILL RETIREMENT RESIDENCE
CATEGORY	:	ADAPTIVE USE - CERTIFICATE OF MERIT
APPLICANT	:	BARRY PADOLSKY ARCHITECT

The former St. Pierre School, originally constructed in 1906 with an addition in 1930, has been renovated to accommodate a 63-suite retirement residence. This is the third adaptive use of the former St. Pierre School, which functioned as a community centre between 1976 and 1996.

A new, three-storey addition facing Sir Wilfrid Laurier Park complements the original building with its use of red brick and rusticated masonry block.

ADDRESS / NAME	:	186 BANK STREET - THE BANK OF NOVA SCOTIA
CATEGORY	:	ADAPTIVE USE -CERTIFICATE OF MERIT
APPLICANT	:	JAMES FARROW ARCHITECT BERNES FARROW ARCHITECTS INC.

One of the most impressive aspects of this project involved the construction of a ramp to serve people with physical disabilities and the elderly, which complements the Classical detailing of this 1906 bank designed by architect W.E. Noffke.

The ceiling of the banking hall was restored and the lighting system changed in order to highlight it. An internal vestibule to access Automated Banking Machines (ABMs) was created with a glazed removable wall which permits a view of the bank interior even when the bank is closed.

The overall heritage character of the building has been respected and enhanced while accommodating a substantial upgrade of building services and accessibility.

ADDRESS / NAME	:	155 JAMES STREET - VERANDAH ADDITION
CATEGORY	:	INFILL (ADDITION) - AWARD OF EXCELLENCE
APPLICANT	:	JOHN NEWCOMBE, OWNER

A vestibule /verandah was added to this 1899 Centretown residence, incorporating architectural elements such as cornice brackets and balusters which were inspired by details on the original house as well as by millwork catalogues of the late 19th century.

The design of the verandah/vestibule as well as its construction is superior in detail and execution. This addition, together with the house as a whole, contributes to the heritage character of this Centretown streetscape.

ADDRESS / NAME	:	315 McLEOD STREET - McGARRY FAMILY RECEPTION CENTRE
CATEGORY	:	INFILL (ADDITION) - CERTIFICATE OF MERIT
APPLICANT	:	BRIAN McGARRY & SHARON McGARRY HULSE, PLAYFAIR & McGARRY FUNERAL HOME

Hulse, Playfair & McGarry Ltd. has been located at 315 McLeod Street since 1925. The new Gladstone Avenue entrance and extension links with later additions and finally with the 1930s Tudor Revival building designed by architect Cecil Burgess which fronts on McLeod Street.

The new reception centre has been designed to complement the 1930's building through the use of stone sheathing, a slate roof, copper flashing and the reproduction of the oak entry doors and exterior light fixtures used on the McLeod Street building.

The soft landscaping using grass, flowers and shrubs along Gladstone Avenue is a contribution to this Centretown streetscape.

ADDRESS / NAME : 17 HOPEWELL AVENUE - HOPEWELL
PUBLIC SCHOOL

CATEGORY : INFILL (ADDITION) - CERTIFICATE OF
MERIT

APPLICANT : EDDIE EDMUNDSON ARCHITECT
EDMUNDSON MATTHEWS ARCHITECTS

Hopewell Avenue School was built in 1910 with additions to the main building in 1915 and 1930. The current renovation doubled the size of the school through the demolition of existing gymnasias and the construction of a new building on the east side of the original school, extending south to Hopewell and east to Bank Street. This new addition is linked to the original school with an internal lightwell which illuminates the now-internalized east wall of the older brick school. The addition is distinct and contemporary in its design while respecting the original school to which it is attached.

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October 29, 1999

ACS1999-PW-PLN-0155
(File: OHD4300 MACKAY 257)

Department of Urban Planning and Public
Works

Ward/Quartier
OT4 - Rideau

- Local Architectural Conservation
Advisory Committee / Comité consultatif
local sur la conservation de l'architecture
- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

11. Designation of MacKay United Church, 257 MacKay Street under Part IV of the Ontario Heritage Act

**Désignation de l'église unie MacKay, 257, rue MacKay en vertu de la
Partie IV de la Loi sur le patrimoine de l'Ontario**

Recommendation

That MacKay United Church, 257 MacKay Street, be designated under Part IV of the Ontario Heritage Act according to the Statement of Reason for Designation contained in this submission.



November 1, 1999 (10:19a)

Edward Robinson
Commissioner of Urban Planning and Public
Works



November 1, 1999 (10:45a)

Approved by
John S. Burke
Chief Administrative Officer

SC:sc

Contact: Sally Coutts - 244-5300 ext. 1-3474

Local Architectural Conservation Advisory Committee Recommendation - November 2, 1999

- ▶ *The Committee concurs and so recommends.*

Financial Comment

Subject to City Council approval, funds in the amount of \$1200.00 will be made available by the Department of Corporate Services - Public Information Statutory Advertising subactivity account 2231731.


November 1, 1999 (9:36a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

MacKay United Church, at the corner of Dufferin Road and MacKay Street (see Location Map, Document 1), is an important part of the New Edinburgh neighbourhood. Its origins are connected to the earliest settlers of the area. The minister and congregation of the Church have recently become interested in heritage designation because of a longstanding interest in the Church's rich history in the City of Ottawa and because designated heritage status is required to be eligible to receive federal millennium funding. As a result, the Church has submitted a request for designation under the Ontario Heritage Act to the City of Ottawa (see Document 2) and this report has been prepared in response to that request.

Statement of Reason for Designation

MacKay United Church is recommended for designation under Part IV of the Ontario Heritage Act for historical and architectural reasons.

MacKay United Church is named for the MacKay family, descendants of Thomas MacKay, industrialist and founder of New Edinburgh. The congregation was founded in 1874 by 24 Presbyterians in the community, including four members of the Mackay family. The first church on the site, New Edinburgh Presbyterian Church, was completed in 1875. The name of the church was changed to MacKay Presbyterian in 1901 to honour the long history of the MacKay family as benefactors and supporters. In 1925, after the creation of the United Church of Canada, it became MacKay United Church.

Prominently located on a corner lot, MacKay United Church was built in 1909 on the site of the 1875 church. The church is a rough-cut stone structure, distinguished by a corner tower with buttresses, a conical roof and a tower door. A Sunday School with pointed-arch windows, built in 1896, was integrated into the rear of the new building during its construction. The church's front facade features a three-arched entrance portal with three

tall, round-arched windows with smooth cut stone trim above it. Round-arched windows, separated by buttresses are repeated on the north and south facades. The building widens at the rear and the wider portion features a modified cross gable with large pointed-arch windows that face south and north. The stained glass windows were added in 1924.

MacKay United Church was designed by architect H.F Ballantyne who had offices in Ottawa and New York City. The church is designed in the Romanesque Revival style, popular for churches and public buildings in the latter part of the 19th century because of the impression of permanence and solidity it conveyed. MacKay United Church's handsome stone construction, prominent corner tower and the repeated use of the round arch make it a good example of the style.

The sanctuary, a pleasingly proportioned room featuring the original pews and attractive roof trusses and woodwork, is included in the designation. The 1951 addition, Memorial Hall, is not included in this designation.

Consultation

The request for designation was signed on October 21, 1999 by the current minister of MacKay United Church, J.C. Burke, on behalf of the church's congregation.

An "Intention to Designate" is published once in Ottawa's daily newspapers as a requirement of the Ontario Heritage Act. Members of the public wishing to object to the proposed designation may do so within thirty days of the publication of the intent.

Disposition

1. Department of Corporate Services, Statutory Services Branch, to advertise and notify the owners (MacKay United Church, 39 Dufferin Road, K1M 2W3) and the Ontario Heritage Foundation, (10 Adelaide Street East, 3rd Floor, Toronto, Ontario M5C 1J3) of City Council's decision to designate MacKay United Church.
2. Office of the City Solicitor to prepare the designation by-law and submit it to City Council for enactment.

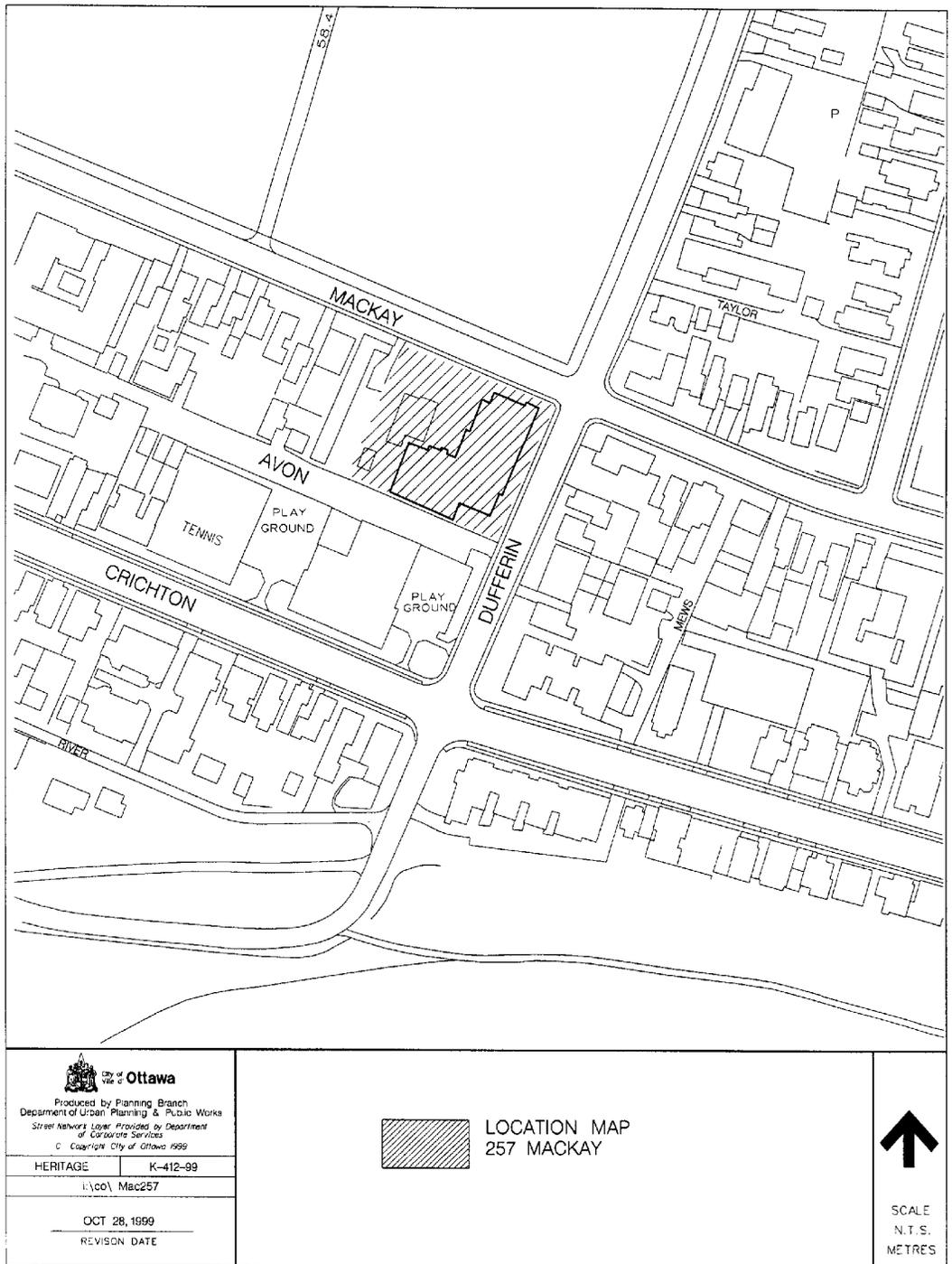
List of Supporting Documentation

Document 1	Location Map
Document 2	Letter from Minister
Document 3	Heritage Survey and Evaluation Form

Part II - Supporting Documentation

Location Map

Document 1



Letter from Minister

Document 2

October 21, 1999

To: Sally Coutts,
Heritage Designation Division, of Ottawa,
Ottawa, On.

Dear Ms. Coutts,

In reference to our conversation today, October 21, 1999, regarding the matter of obtaining a historical designation for MacKay United Church, particularly its historic grey stone section comprising the church sanctuary and the old Sunday School, I want to emphasize the urgency of our application.

In early 1999 we made application to the Millennium Fund for a grant to upgrade the property at MacKay. Our application was received but not accepted. No explanation was given. A second application was made and this time the reviewers wrote and told us that the application was not accepted because the church was not designated a historic property. We made inquiries and in late September of 1999, we learned that we must have a designation from a municipality, city, provincial or national body that had the authority to do so. A certificate of designation must accompany our application. That is when I contacted you in October. You were most helpful in sharing information with us that would help the process. The deadline for applications was set at that time as March, 2000. This gave us plenty of time to receive our designation, however, a call from Mauril Belanger, our MP, yesterday, October 20th. advised that the cut-off date for applications will be November 30th. 1999. He advised that the church try to obtain a designation for its property by that time to accompany its application. Hence the request to your office to facilitate, if at all possible, the approval of MacKay United Church as a historical site.

The re-submission of this application is of vital importance to our church for a number of reasons. First, if successful, it will enable the church to serve the community particularly since we have just lost our only local school to closure. Secondly, it will help preserve a very important part of Ottawa's history. MacKay United was established in 1875, and will be celebrating its 125th anniversary in the year 2000. The funding sought from the Millennium Partnership Program will be used to preserve our historic property.

MacKay United Church congregation appreciates the interest and help you have given us in this regard and are hopeful that the City will find a way to approve our property as an historic site before the November 30th deadline.

Yours sincerely,

J.C. Burke, Minister
MacKay United Church.



HERITAGE SURVEY AND EVALUATION FORM

MUNICIPAL ADDRESS: 257 MacKay Street	BUILDING NAME: MacKay United Church		
LEGAL DESCRIPTION: MacKay Street S	LOT: 25-26	BLOCK: 904	PLAN: 42
DATE OF CONSTRUCTION: 1909-1910	ADDITIONS:		
ORIGINAL USE: Church	PRESENT USE: Church		
ORIGINAL OWNER: New Edinburgh Presbyterian Church	PRESENT OWNER: MacKay United Church		



VIEW: West
 SOURCE: M. Benson
 DATE: Summer 1997
 NEGATIVE NO:

PHASE ONE EVALUATION

POTENTIAL SIGNIFICANCE	CONSIDERABLE	SOME	LIMITED	NONE	
History					
Architecture					
Environment (landmark or design compatibility)					
Phase One Score /9	Potential Heritage Building Yes/No		Potential Heritage District Yes/No		
Phase Two Classification	Group	1	2	3	4

HISTORY*Prepared By: M. Benson**Date: Summer 1997***DATE OF CONSTRUCTION (Factual)**

1909-1910

TRENDS

In March 1874 New Edinburgh's Presbyterians started a subscription list for a building fund and in 1875 construction of a church, New Edinburgh Presbyterian began on land donated by Thomas MacKay's grandson to designs by Robert Surtees, architect and engineer. In 1901 church became MacKay Presbyterian "as an expression of gratitude to Judge MacKay and his family who, in 1896, had given the manse to the congregation." In 1901 a resolution passed to look into constructing a new building because of concern about "the plain and unbecoming appearance of the front or public entrance." After much discussion, the decision to build a new church was finally made in 1908, and the cornerstone was laid in 1909. The new church was dedicated in March, 1910 "to the work of God and humanity" at a ceremony attended by Governor General Earl Grey. In June 1925, the church became part of the United Church of Canada.

EVENTS

MacKay United Church has been the site of many important community events since its foundation.

PERSONS/INSTITUTIONS

The history of the church is associated with descendants of Thomas MacKay, founder of New Edinburgh. The MacKay family donated land for the building and were active members of the congregation from its inception.

SUMMARY/COMMENTS ON HISTORICAL SIGNIFICANCE

MacKay United Church is significant because it is associated with the MacKay family, descendants of Thomas MacKay, industrialist and founder of New Edinburgh and for the active role it has played in the neighbourhood.

HISTORICAL SOURCES

Highlights from MacKay's History; City Directories 1872-1901; Fire Insurance Plans 1901 and 1922. *Annual Reports*, MacKay Presbyterian, 1900-1909. *Ottawa Evening Journal*, 1909, 1910

ARCHITECTURE*Prepared By: M. Benson**Date: Summer 1997***ARCHITECTURAL DESIGN (Plan, Storeys, Roof, Windows, Material, Details, etc.)**

MacKay United is comprised of two sections; the Sunday School, constructed 1896 and the church itself, constructed 1909, replacing the 1875 church on the site. The two-storey rough cut stone has a front-gabled roof of medium pitch and a prominent corner tower. A round-arched triple window on the upper storey of the main facade (featuring decorative stained glass, installed in 1924) is set within larger recessed arch; triple oak panelled doors symmetrically placed below windows.

ARCHITECTURAL STYLE

MacKay United is an example of the Romanesque Revival style. The corner buttresses, three-arch entrance portal, and triple round- arch windows all identify it with that style.

DESIGNER/BUILDER/ARCHITECT

The architect was Henry F. Ballantyne, who was listed in the City Directory with offices in the Trafalgar Building and at 244 Fifth Avenue, New York. Ballantyne was part of a large Ottawa family that had a coal and brick business on Echo Drive. He lived in Ottawa while the church was being built, then disappeared from the Directories, reappearing after World War I as Vice-President, J. and T. Ballantyne, wholesale and retail dealers in coal and coke and as an architect. Little is known of his other commissions. Local contractor Alexander Garvock undertook the construction. The 1951 addition is by A.J. Hazelgrove.

ARCHITECTURAL INTEGRITY

A one storey addition was constructed in 1951 (value: \$51,000) by C.A. Johannsen & Sons. The chancel was added to the church by George Cashman Ltd. in 1954. The 1908 plans for the church indicate that portions of the 1875 church's walls were incorporated into the foundations of the new structure.

OTHER

Interior altered at western end to construct a chancel within the existing sanctuary.

SUMMARY/COMMENTS ON ARCHITECTURAL SIGNIFICANCE

Unusual example of Romanesque Revival in Ottawa context, designed by local architect, H.F. Ballantyne, who had offices in New York and Ottawa.

HERITAGE CONSERVATION DISTRICT NAME (if any): New Edinburgh



VIEW: Main entrance
 SOURCE: R. Lalonde
 DATE: 1998
 NEGATIVE NO: 98H-111.1.2

COMPATIBILITY WITH HERITAGE ENVIRONS

Very compatible with heritage environment.

COMMUNITY CONTEXT/LANDMARK STATUS

Anchors south end of MacKay Street; very visible from Dufferin Road.

SUMMARY/COMMENTS ON ENVIRONMENTAL SIGNIFICANCE

Contributes to the heritage character of New Edinburgh.